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Auto EXPRESS

THE CAR NEWS WEEKLY

NEW BMW 3 SERIES

FIRST DRIVE

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FIAT'S HOT NEW ROADSTER

Exclusive images of Abarth's new range of feisty Fiats

PLUS



NEW 500 DRIVEN

Retro baby gets a hi-tech makeover

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km.



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celebrate
25 years of
sat-nav**
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Online this week



First drive verdict on Audi's all-new A4

WE'VE already driven the new Jaguar XE and BMW 3 Series – and now it's the turn of the all-new Audi A4 to show us what it's made of.

While the styling is no great departure, Audi promises the A4 will be more desirable than ever with an array of cutting-edge tech and an even classier cabin. But what is it like on the road? We'll be answering that key question – log on as we give our definitive first drive verdict.

For more visit
autoexpress.co.uk

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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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Abarth adds spice to fast Fiats, but what about other models?



AE WHO doesn't love a car that makes you laugh? That might not necessarily be the reaction that Abarth is looking for from its (soon to grow) range of fast Fiats, but they're so unashamedly focused on fun that they make me chuckle.

Who can't fail to find the thought of a Fiat 500 with 187bhp and a price tag that can get to £50,000 funny? The Abarth 595 Biposto might seem completely bonkers to some, but boy are we glad the guys at Abarth had the guts to give it a go!

And now there's more to come, as our news editor James Batchelor reveals this week – an Abarth version of the upcoming Fiat 124 Spider is something I can't wait to try. Based on the Mazda MX-5, a car we know has near-perfect handling balance and ultra-sharp responses, Abarth will add more power and a dash of Italian style – two things I reckon the MX-5 can easily handle. Abarth won't stop there, either, as more models are planned with performance playing the most important part. Exciting stuff.

That's all very well, but what about the rest of the Fiat range? We've said before how we refer to it as the 500 Car Company, such is the massive part that model plays in the brand's line-up. While the 124 Spider is welcome, will we ever see a Punto replacement (a car that's been on sale so long I genuinely forgot it was still available)? And word is the company is playing it safe with a new model to rival the Golf, Focus and Astra.

A Panda-style rival for the Nissan Qashqai was mooted a while ago and had the potential to be really appealing. But that trail seems to have gone cold, while yet more 500 derivatives have got the

green light. The 124 Spider proves Fiat has a heart, but I'd like to see more that Fiat could offer to mainstream buyers.



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- **Facelifted 3 Series now features all-turbocharged engine line-up**
- **Steering claimed to provide more feel; minor styling changes**



Richard Ingram
Richard_Ingram@dennis.co.uk
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CO₂:	159g/km
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GEARBOX New 340i is only available with an eight-speed automatic gearbox. While it isn't a dual-clutch set-up, the changes are fast and smooth



TRIM There's only one specification on offer with the 340i in the UK – M Sport. It comes with a raft of M-branded equipment such as these brake calipers



FIRST DRIVE

New 3 Series

■ With a glut of fresh rivals to face, BMW updates

AE GLOBALLY, the 3 Series is BMW's biggest-selling model. Since the first-generation E21 arrived 40 years ago, the German manufacturer has shifted more than 14 million and now offers it in an astonishing 130 markets worldwide. In response to a glut of new rivals, including the Alfa Romeo Giulia, Jaguar XE and Audi A4, BMW has facelifted its best-seller, adding new engines and more equipment.

Compared to the recently revealed 1 Series, visual changes to the 3 are slight. At the front, all cars get a wider look with larger air intakes and new LED daytime running lights. To the rear, every facelifted 3 Series benefits from L-shaped LED light clusters with a two-piece indicator design, as well as bigger tailpipes across the range.

Inside, it feels very familiar, albeit with a selection of new high-gloss plastics, revised white climate control dials and a neat sliding cover for the cup-holders. It's not quite as luxurious as a Mercedes C-Class, but everything feels solidly built, the driving position is spot-on and the pedals and steering wheel are perfectly set.

All engines are now turbocharged – from the new three-cylinder 318i and trusted 320d right through to this range-topping six-cylinder 340i, which was the only engine available for us to drive. There's a new 320i, too, and the 328i has been rebadged as a 330i to reflect a jump in power. While the 320d and super-frugal 320d EfficientDynamics will offer most things to

"BMW has sold more than 14 million since the first 3 Series 40 years ago"



340i

NEED TO KNOW

Six-cylinder 340i offers great pace, but 30 per cent Benefit In Kind rate will put many off



es is ready for the fight

is its best-seller with design tweaks, new engines and more equipment

most people, this 340i should confirm if the 3 Series is still the class's best-handling car.

Only available in the UK as a top-spec M Sport, our test car was actually in lesser Sport trim, with smaller wheels and less dynamic styling. But it did come with options such as the brilliant adaptive dampers, plus the smooth-shifting eight-speed auto box.

The 340i uses a sweet-sounding 321bhp turbocharged six-cylinder engine, and replaces the previous flagship 335i. It gets an extra 19bhp and another 50Nm of torque – though for manual models 0-62mph takes an identical 5.5 seconds. The automatic is slightly faster (0-62mph in 5.1 seconds) and feels suitably eager in-gear. Despite not using a dual-clutch set-up it can shift cogs remarkably fast, too. So fast in fact, that the gearbox feels quite snatchy in Sport+ mode.

Leave it in Comfort, though, and the 3 Series remains fast, refined and of course, comfortable. The ride is just the right side of firm, and body control is excellent. As before, the 3 Series is great fun to drive, changing



PRACTICALITY Boot space is unchanged from the pre-facelift model, so there's a 480-litre capacity and a 60:40 split rear seat

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CRÉATIVE TECHNOLOGIE

   citroen.co.uk

CITROËN prefers TOTAL. Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. ^oCombined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. ^ΔOptional at extra cost on Grand C4 Picasso Exclusive+. ^ΔOptional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

CABIN The changes to the interior are just as subtle as those to the exterior. It feels very familiar, albeit with a selection of new high-gloss plastics, revised white climate control dials and a neat sliding cover for the cup-holders

BMW 3 Series driven

Top story



COMFORT The driving position is spot-on. A good range of seat adjustment allows you to sit nice and low, and the pedals and steering wheel are perfectly weighted

TECHNOLOGY BMW's clever iDrive set-up remains the benchmark infotainment system in the class. It's straightforward and intuitive to use thanks to its short-cut functions

direction like nothing else in its class and inspiring confidence from behind the wheel.

We didn't drive a car without the adaptive dampers, but from experience we'd suggest whichever model you go for – be it a 320d or 340i – adjustable suspension is a must.

Elsewhere, BMW says tweaks to the steering have improved feel – but we're not convinced. In fact, due to feedback from China and the US, engineers have actually introduced a really small dead spot when the car is driving dead ahead.

This allows an ever-so-slight amount of play on the wheel before anything kicks in, to avoid unintentional sharp changes of direction at high speed. Apparently, the old 3 Series was too twitchy.

As a result, we'd say the XE now has it beaten for handling. The BMW is by no means a disappointment, but the Jag has a sharpness the BMW can't quite match.

But while driver enjoyment has always been a key selling point, the 3 Series also majors on running costs. The 320d EfficientDynamics now emits 99g/km of CO₂, and with a light right foot returns 74.3mpg. The numbers are less impressive for this

"Whichever model you go for, we'd say adjustable suspension is a must"

six-cylinder 340i, though, and company car buyers will wince at the 30 per cent Benefit in Kind tax (26 per cent for the auto).

That said, this big-engined 3 Series offers Porsche Cayman performance with more than 30mpg. A like-for-like XE S (driven on Page 40) is thirstier and will cost business buyers more given its 33 per cent BiK rate.

Practicality remains unchanged, with all cars getting the same 480-litre boot. Buyers concerned with outright space should look at the updated Touring, although those interested in the GT should note the styling tweaks aren't due on that until 2016.

AUTO EXPRESS Verdict

BADGED as a 320d, the new 3 Series would more than likely gain a full five-star rating (just like the new Jaguar XE 2.0D which we tested in Issue 1,379). However, at nearly £40,000, it's hard to recommend this thirsty but fast six-cylinder 340i petrol version. While the looks have barely changed, BMW has played around with the steering to suit the Chinese and American markets. But while we prefer the old car's set-up, the overall package is as brilliant as ever. We're set for a thrilling fight when the updated 3 Series squares up to a new band of exciting rivals later in the year.



There's adequate space in the back, and more headroom than in newly launched Jaguar XE. 3 Series still handles brilliantly, although steering tweaks are unconvincing



EXCLUSIVE IMAGES



Abarth to turn up heat



James Batchelor
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Roadster to get makeover as performance brand's halo model

AE FIAT'S 124 Spider – due next year – might have a retro nameplate, but its performance and handling will be right up to date. After months of speculation, the company has confirmed that the sister car to the Mazda MX-5 will definitely spawn a high-performance Abarth version, and usher in a new generation of Abarth models that's faster and more focused than ever before.

"You like performance? There will be an Abarth version," said Alfredo Altavilla, Fiat Chrysler Group's chief operating officer. He confirmed that there will be two versions of the 124 Spider – a "comfortable" Fiat model and a more "extreme" Abarth.

Our exclusive images show how the car could look. With a gaping mesh grille and large air vents cut into the bumper, the

Abarth version adopts a meaner stance. The more aggressive styling also includes a carbon-fibre splitter and side skirts, plus multi-spoke Abarth alloys with bright red brake calipers and lowered suspension. To the rear, two large exhausts poke out from a carbon-fibre diffuser and there are extra air vents to expel hot air from the rear brakes.

As for what will power the Abarth roadster, a detuned version of the Alfa Romeo 4C's 237bhp 1.75-litre turbocharged engine is the current front runner, producing around 200bhp. In a car that's unlikely to be heavier than a tonne, that's enough for an identical power-to-weight ratio to the Porsche Boxster GTS, so a 0-62mph sprint time of around five seconds flat

BIG HOPE

Standard 124 Spider is set to be big news for Fiat, sharing its underpinnings with the MX-5





Poblete



MEAN LOOK

Abarth model set to get more purposeful stance than regular 124 Spider, as our exclusive images show, with carbon fibre splitter, wide mesh grille and large air vents cut into the nose

on 124 Spider



"A detuned version of the Alfa 4C's 237bhp 1.75-litre turbo engine could feature, producing around 200bhp"

is feasible. Mazda bosses poured cold water on any possibility of a high-performance version of the new MX-5 earlier this month, pointing out that their roadster is more about handling purity than horsepower. In light of that, an Abarth 124 that will exploit the potential in the shared chassis is great news for performance fans everywhere.

The new 124 Spider will become the halo product in the revitalised performance brand's range, along with updated Abarth 500 models due in mid-2016 and another

as-yet-unconfirmed car. Altavilla revealed that Abarth will make more extreme models rather than 'warmed-over' Fiats – and last year's bonkers Abarth 695 Biposto was apparently just the start.

"What I wanted to do with Biposto was mark a very clear cut with the past," explained Altavilla. "Abarth is all about performance and so I've told my team to stop working on colours and trims. Any new version of an Abarth car should deliver some sort of a performance enhancement, otherwise it is useless."

"We went too far with the Punto Abarth – the Punto is a family car and the Abarth version was seen as a bit of a stretch. I stopped production of it 15 months ago because it was not targeted at the true Abarth customer – an Abarth has to be something special and a family car cannot offer this."

FIAT ROUND-UP

Evolutionary new 500 won't arrive until 2020

Milos Dvorak



EXCLUSIVE IMAGES



Our images show 500 won't change much inside or out

FIAT fans waiting to get their hands on an all-new second-generation 500 will have to wait a little longer than they hoped, as it won't arrive until the end of the decade at the earliest. Fiat Chrysler chief operating officer Alfredo Altavilla has told Auto Express the car should be launched by 2020 – but don't expect it to look much different.

Our exclusive image (top) shows how Fiat is likely to take an evolutionary approach to the new 500 – a move that has been spurred by feedback from its customers when the company decided to facelift the current car.

"The indications we have received from our customers are very clear – 500 has to remain as it is," said Altavilla. "So the overall size of the car will never change unless there is major change in pedestrian crash regulations that forces us to increase its size."

As 63 per cent of all 500s sold globally were top-spec Lounge versions last year, expect the new car to be more plush and luxurious, too. **P32: Facelifted 500 driven**

Low-key approach for Fiat's new Focus rival

FIAT will return to the compact family hatch class next year for the first time since the Brava (below) ceased production in 2001 – yet the brand's new offering won't chase the Ford Focus or VW Golf in the sales charts.

Speaking to Auto Express, Fiat Chrysler chief operating officer Alfredo Altavilla said he's not targeting these models, but just "some volume" sales.

"In the perfect world, I'd like Fiat to recapture the slice of the market we had with the Tipo, but that is out of reach, at least with the first generation," he told us. "We aim to be a credible player, but I'm not dreaming of setting the world on fire in the C-segment."





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£219	£22,660	£5,465.76	£1,250	£15,944.24	37 Months	£10,416	£25,015.76	5.9%	

Qashqai range: URBAN 37.2-67.3mpg (7.6-4.2L/100km), EXTRA URBAN 52.3-78.5mpg (5.4-3.6L/100km), COMBINED 47.1-74.3mpg (6.0-3.8L/100km), CO₂ emissions 138-99g/km.

Offer valid until 30 September 2015 at participating dealers only and subject to vehicle availability. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk/termsandconditions or your local dealer for full details. *NISSAN DEPOSIT CONTRIBUTION OF £1,250 IS ONLY AVAILABLE WHEN TAKEN ON 5.9% APR PCP NISSAN FINANCE PRODUCT. Offer based on 10,000 miles pa, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence. ††Only use NissanConnect services when safe to do so. Certain remote functions require compatible phone or device; roaming and data usage charges may apply. NissanConnect smartphone app integration service subscription required but is available on a complimentary basis for two years from date of registration. For terms and conditions relating to Nissan technologies visit www.nissan.co.uk/technologyT&Cs. Always drive carefully and attentively. **£299 servicing for 3 years is available when the vehicle is financed through Nissan Finance and servicing must be by a franchised Nissan dealer at specified intervals. Mileage limits from 37,500 apply - please see www.nissan-offers.co.uk/termsandconditions for servicing intervals. †For more information on NASA inspired seats, visit www.nissan-global.com. MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.) Information correct at time of going to print. Model shots shown are for illustration purposes only. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.

GSi badge back for warm Astra

■ Vauxhall's Focus ST rival spied
■ Will debut at Frankfurt show



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AE VAUXHALL is readying its new Astra GSi warm hatch for its world debut at the Frankfurt Motor Show in September, and our spies have caught it on test.

The Ford Focus ST rival will occupy the gap between the standard Astra and the full-fat VXR model that is expected in 2017. The GSi badge was previously used on hot Vauxhalls in the nineties and noughties, but was abandoned in favour of VXR. However, Vauxhall is now resurrecting the name alongside the VXR models.

Our spies spotted the new car being put through its paces in Germany, and despite the test mule's camouflage, you can see that Vauxhall will save the deep bumpers and bulging wheelarches for the VXR.

Even so, the GSi will be set apart from lesser Astras by a beefier front bumper, thicker side skirts, twin exhausts, larger wheels and a mock rear diffuser. Red brake calipers also hint at its potential, but it's a far more restrained appearance over what we can expect from the range-topping VXR.

The newcomer is likely to get a 2.0-litre turbo four-cylinder petrol engine and a six-speed manual gearbox, with a 250bhp output putting it on a par with the Focus ST and upcoming Peugeot 308 GTi. But there's also a chance that, due to the downsizing trend and tough emissions restrictions, the GSi could feature a tuned version of the latest Corsa VXR's 1.6-litre turbo.

What is certain is that the GSi will make use of the Astra's lightweight construction and chassis, which has helped shed up to 200kg over the previous model. Further tweaks to the GSi are likely to include

SPIED



Spy shots show GSi will get a beefier front bumper and thicker side skirts than standard new Astra (right), but it won't look as aggressive as VXR



lowered suspension and stiffer dampers, as well as an electronic differential to help put the power down smoothly.

A hot diesel version isn't out of the question to take on the oil-burning Focus ST, while an estate could also be in the pipeline. The GSi will be the fastest Astra available until 2017, when the three-door GTC version will spawn a new VXR. That's likely to push power over the 300bhp threshold, taking the fight to the Honda Civic Type R and four-wheel-drive Focus RS.

Pajero teaser points to new Shogun

MITSUBISHI has released a revealing teaser video of its new Pajero Sport large SUV. And while this model isn't bound for the UK, it does provide us with a tantalising glimpse of what to expect from the next-generation Shogun.

The front-end design bears a striking resemblance to the XR PHEV II concept, seen at March's Geneva Motor Show, with a wide chrome grille and integrated LED headlamps. This new look will become the family face for the brand's full range of small, medium and large SUVs in the coming years.

Other details on the next Shogun are scarce, but as the current model is eight years old and based on a 16-year-old platform, we can expect the new model to arrive as early as next year. It's also likely to feature a new platform, a range of efficient engines and interior upgrades.

NEW FACE

Teaser shots show Pajero Sport SUV, and hint at look of smaller UK-bound Shogun, with wide grille and integrated LED headlamps set to become a Mitsubishi trademark



...And ASX gets a diesel boost

MITSUBISHI has also updated its ASX crossover for 2015 with a new diesel engine. The 1.6-litre four-cylinder diesel produces 112bhp and emits 119g/km of CO₂ – meaning £30-a-year road tax – with prices starting from £19,499.

Other changes include a restructure of the trim levels – they're now called ZC, ZC-M and ZC-H – plus a new three-spoke steering wheel and fresh alloy wheel designs have been added.





New Hyundai i40

Put some luxury into your everyday.

The New i40 has a more sophisticated and elegant design. A spacious, quiet and comfortable interior. And an impressive list of clever, intuitive technology. So whether it's a simple trip to the shops, the daily commute, or the dreaded school run, it becomes much more enjoyable in the i40. We make it possible from £19,600*. Find out more at hyundai.co.uk



Fuel consumption in MPG (l/100km) for New i40 range: Urban 50.4 (5.6) – 58.9 (4.8), Extra Urban 61.4 (4.6) – 74.3 comparative purposes and may not reflect all driving results. Model shown: New i40 Tourer Premium 1.7 CRDi 141PS Blue Drive manual solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



(3.8), Combined 56.5 (5.0) – 67.3 (4.2), CO₂ Emissions 129 – 110g/km. These official EU test figures are to be used as a guide for with optional Visibility Pack at £28,495 OTR including Sleek Silver metallic paint at £550. *On the road price of £19,600 applies to New i40 saloon S 1.7 CRDi 115PS Blue Drive manual with

We hit the road in new M

■ **Debut set for Frankfurt show**
■ **We join test of 2.0 turbo model**

AE Jens Meiners

THE new Mercedes C-Class Coupé promises to be one of the highlights of September's Frankfurt Motor Show – and Auto Express has already been given a preview of the eagerly awaited two-door.

We visited Stuttgart to try out the new C-Class Coupe from the passenger seat. Various spy shots and teaser images from Mercedes have confirmed the second-generation coupé will be available in a host of different flavours. While the tyre-shredding C63 AMG Coupé will also debut at Frankfurt (see panel right), it's the more restrained C300 model powered by a 241bhp 2.0-litre four-cylinder turbo that we sampled.

The elegance of the C-Class saloon is even more obvious in the Coupé. There's a whiff of the AMG GT and the S-Class Coupé about the newcomer, noticeable in the steeply angled windscreen, long, soft, tapered tail end and wide tail lights which poke out through the disguised rear end.

That plunging roofline has consequences inside, however. The coupé remains a strict four-seater, with the middle seat from the saloon removed and replaced with a centre console. The rear seats have also been moved forward and inwards to increase head and shoulder room for those in the rear. It can feel a little cosy back there, but the boot gets a size increase.

In the front, new sports seats are set 20mm lower, adding a further degree of sportiness to the Coupé. Closing the doors now automatically presents the seatbelts to those in the front, saving them from reaching back awkwardly over their shoulder to retrieve them, as is necessary

FIRST RIDE



in the current model. The engine fires to a muted idle, with the sports exhaust providing a bassy undertone. The 241bhp 2.0-litre engine responds snappily to the driver's commands; the seven-speed automatic switches quickly, retaining the composed nature of the saloon.

The chassis is tuned differently to the four-door, too, with a fractionally shorter rear axle, while the wheel sizes range from 17 to 19 inches. The sports suspension of the prototype parried bumps, but the more that was asked of the Coupé, the more it took on the character of a sports car. Part

of that can be attributed to the weight the Coupé has been able to shed thanks to the adoption of the new MRA architecture that also underpins the saloon. An official figure has yet to be revealed, but with the saloon shedding 100kg over its predecessor, a similar figure is also expected to have been trimmed from the Coupé.

We'll have to wait until later in the year before we get behind the wheel ourselves, when pricing will also be announced. A small premium over the saloon is given, but undercutting rivals from BMW and Audi could be the key to success.

GOOD LOOK
Despite the mild disguise, it's clear that classy styling of S-Class Coupé has filtered down to C-Class model



Council spends £100m on pothole-proof roads

POTHOLE-proof roads are to be installed in the UK as part of a new plan to prevent cars from being damaged.

Surrey County Council has announced that it will resurface more than 800 roads with a new coating that promises to be free from cracks for the next 10 years.

The authority will invest £100million in the project after it was revealed in 2013/14 that the council was the highest-ranked area for compensation payouts to drivers. Enfield in North London is also taking advantage of the new tech.

The replacement surface to be laid is called Superflex, and is more water resistant than regular asphalt. Its flexibility means it's less prone to cracking and causing potholes.

The 300 miles of road that'll be targeted across Surrey will be stripped back to foundation and relaid with Superflex. The surface comes with a 10-year warranty, which means the contractor that does the work is responsible for paying for any repairs – rather than the council. This is important because it won't add to the £8.6billion local road maintenance backlog the UK is currently facing.

HI-TECH ROAD SURFACE SOLUTIONS

BREAKTHROUGH

Pothole-proof Superflex (left) is one of a number of hi-tech road surfaces being developed around world to make life easier for drivers and maintenance teams alike. Here are three other examples...



VolkerWessels

PLASTIC

DUTCH company VolkerWessels has created a plastic road that can be put together like LEGO. It's made of recycled bottles and Rotterdam could be the first city to lay it.

SOLAR

AMERICANS Julie and Scott Brusaw are developing a glass solar panel surface that's strong enough to withstand heavy traffic. LEDs in panels would display information.

WIRELESS

NEXT step for electric vehicles is to electrify the road. Pads under the surface would charge cars wirelessly on the move. The tech is already being trialled.

Merc C-Class Coupé



INSIDE LINE

Our man Meiners gets lowdown on cabin from one of Mercedes' technical experts

...And 469bhp AMG-tuned Coupé is go for show, too

IN SIGHT

Official teaser shot gives a glimpse of muscular AMG-tuned C 63 Coupé



SHARING the Frankfurt show stage with the standard C-Class Coupé in September will be the BMW M4-rivalling Mercedes-AMG C 63 Coupé.

This official teaser image previews the car, which will be powered by the same 469bhp 4.0-litre bi-turbo V8 as the C 63 saloon. A more potent 503bhp S version will also be offered, as will a limited-slip differential and a more vocal sports exhaust option.

While the teaser doesn't give much away, muscular AMG styling is clearly visible in the flared arches, larger brakes and darkened alloys.

Hot CLA and GLA power up

THE heat has also been turned up on the CLA 45 AMG (right) and GLA 45 AMG to bring them in line with the revised 376bhp A45 AMG. Both models use the updated 2.0-litre turbo, which sees power rise by 21bhp and torque up 25Nm to 475Nm. The 0-62mph times are 4.2 seconds and 4.4 respectively.



news in brief



Alfa's new Giulia spied on the road

AFTER the big reveal of Alfa Romeo's new 503bhp Giulia Quadrifoglio last month (Issue 1,377), this spy shot (above) shows the toned-down look that'll grace more humble models.

Lesser versions of the BMW 3 Series rival will lose the racy 'teledial' alloys, bulging bonnet, rear wing and quad exhaust pipes, although they will retain the large front intakes. The entry-level Giulias are expected to come with a range of four-cylinder turbo petrol and diesel engines, as well as a choice of rear or four-wheel drive. The range is likely to make its official debut at the Geneva Motor Show in March.

Updated Subaru XV is a hit for kit

SUBARU has announced a range of chassis and interior updates for its XV crossover. The company claims the Nissan Qashqai rival's suspension has undergone "major re-tuning, including new spring and damper rates, while the steering ratio is 10 per cent quicker".

Extra soundproofing is also said to have reduced road noise, while inside there are new materials, plus Subaru's new touchscreen with 'Starlink' sat-nav is standard across the range. Prices are unchanged from the current car.

Self-driving Audi RS7 in 400kg diet

AUDI has unveiled a faster and much lighter version of its autonomous RS7 Piloted Driving Concept. Nicknamed 'Robby', the new car weighs 400kg less than previous versions thanks to a big reduction of computer hardware needed in the boot.

It means the 552bhp four-wheel-drive supersaloon can launch from 0-62mph in 3.7 seconds and go on to a limited top speed of 155mph.

The first production model to benefit from the fully autonomous Piloted Driving tech will be the next-generation A8 saloon, due in 2016.

Tesla tweaks Model S

TESLA boss Elon Musk has announced a raft of upgrades to the Model S saloon, which includes a new 'Ludicrous' mode. Available as an upgrade for P85D owners, it drops the 0-60mph time from 3.1 to just 2.8 seconds.

Musk told us: "In Ludicrous mode the car will accelerate at 1.1g, which is actually faster than falling.

"Customers have loved Insane mode, but nobody has actually asked for a Ludicrous mode – that would just be ludicrous! The car is like your own personal roller coaster."

Two other upgrades were announced, including a new 90kWh battery pack, which will give an extra 15 miles of range – the new 90D model will cover up to 300 miles at constant 65mph on the highway. At the other end of the line-up, a new



Latest upgrades to Model S give level of performance that's "faster than falling"

entry-level 70kWh two-wheel drive model will go on sale, which should bring the UK price down to around £47,000.

The Ludicrous upgrade will be available to current P85D owners for six months for around £3200, although it will cost about double that for new P90D owners.



■ X-TRAIL'S PETROL BOOST

NISSAN has made its X-Trail more affordable with the addition of a new entry-level petrol engine. The 1.6-litre DIG-T four-cylinder turbo reduces the starting price of the Hyundai Santa Fe rival by £1,460 – so the seven-seater SUV (above) now costs from £21,995.

The new engine is the same as found in the smaller Qashqai, and offers 161bhp and 240Nm of torque. It takes the X-Trail from 0-62mph in 9.7 seconds and on to a 124mph top speed, and promises 45.6mpg fuel economy and 145g/km emissions.

£835m bill for car insurance

■ **Full extent of scams exposed**
■ **£24m increase in fake claims**



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AE INSURERS detected more than £835million in fraudulent motoring claims in 2014 – a £24million rise on the previous year. Numbers of motoring-related frauds have quadrupled over the last decade since the Association of British Insurers (ABI) started recording bogus claims.

In 2014, there were 67,000 bogus cases, representing two per cent of all motor insurance claims. In fact, 60 per cent of all insurance fraud is motoring related.

False claims have grown in value, too, with an average of £12,000 sought in compensation per case. This amounts to a shocking £2.2million in fraudulent claims per day. Staged accidents and whiplash injuries continue to be the most common, although these represent just the tip of the iceberg, according to the ABI.

And the crime is getting increasingly hi-tech. Many criminals are using computers to trick insurance providers, with a man in Liverpool jailed earlier this year for turning £10 into a £10,000 insurance policy through his keyboard.

The insurance scams aren't just taking money from providers – they're hitting the pockets of ordinary motorists,

"It's estimated that crash-for-cash schemes alone add £50 on to all vehicle insurance premiums"

■ **OFFICIAL**

too. The £835million fraud bill would have been passed on to consumers through higher premiums and payments, according to the ABI. It's estimated that crash-for-cash schemes alone add £50 on all vehicle insurance premiums.

James Dalton, the ABI's director of general insurance policy, told Auto Express: "Insurers are determined to do whatever it takes to identify and take tough action against fraudsters to protect their honest customers."

"The vast majority of customers are honest, and should not have to pay for the fraudulent minority. The insurance industry invests heavily in its counter-fraud defences, and the results are helping to keep motor and home insurance competitively priced."

Part of this defence strategy is the Insurance Fraud Enforcement Department (IFED). This police organisation was established in 2011, and is fully funded by the insurance industry, working to uncover insurance frauds.

In its first year alone, the IFED arrested more than 250 fraudsters, and doubled that number last year. This collective action has helped reduce insurance premiums by five per cent from last year, but there's still some way to go.

And the IFED wants drivers' help to crack down further and join the 9,000 motorists a year who report insurance fraud to police or insurers. An IFED spokeswoman advised: "If someone bumps into you on the road and already has their insurance details written down, you should be wary of a potential crash-for-cash fraud."

CAR FRAUD IN NUMBERS

Detected motor insurance frauds... in 2004

14,300

in 2013

59,000

in 2014

67,000

£835m

Value of insurance scams detected in 2014 – up £24million from the previous year

£2.2m

in bogus claims made each day in 2014



■ FORD ECOSPORT REVISED

FORD has announced the updated EcoSport SUV will be priced from £14,245 – a reduction of £700.

Upgrades include a new four-inch colour screen, partial leather seats and the option to delete the rear-mounted spare wheel in favour of a tyre inflation kit.

The 1.5-litre TDCi diesel now delivers 94bhp – up 5bhp – while also offering better fuel economy and lower emissions. The two petrol engines – a 1.5-litre and 1.0-litre EcoBoost turbo – are unchanged.

Volvo planning Polestar hybrids

VOLVO has bought tuning company Polestar – and confirmed its commitment to developing more hybrid performance cars.

Volvo and Polestar already share an illustrious history, and have been working together in both motorsport as well as road car development since 1996. As a result of the new partnership, Volvo aims to sell between 1,000 and 1,500 Polestar models annually by the end of the decade.

Polestar will also take advantage of Volvo's electrification expertise, with its sights set firmly on developing faster, cleaner performance cars using hybrid tech.

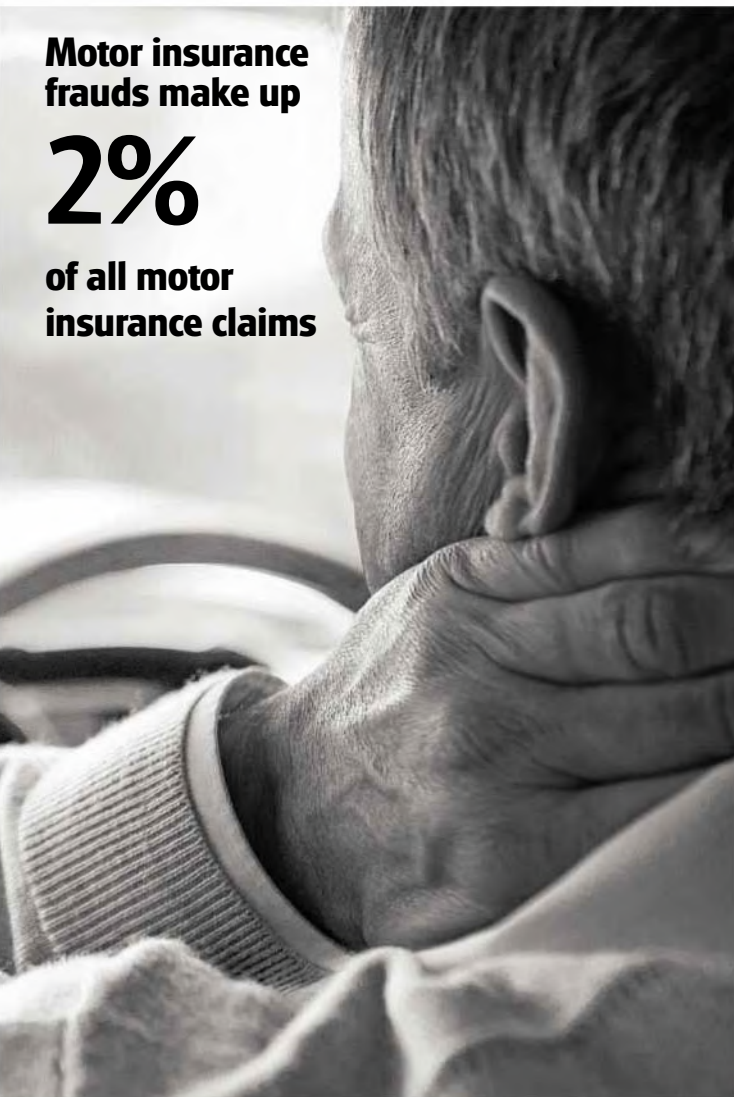
The tuner will also continue to develop aftermarket add-ons and performance-related software, which will include suspension components, aerodynamic add-ons and ECU upgrades – as well as options such as steering wheels and sports seats.



Volvo and Polestar teamed up on hot V60; now manufacturer has bought the tuner

Insurance scams revealed

Motor insurance
frauds make up
2%
of all motor
insurance claims



Thousands hit by cover confusion



Thousands of motorists are unaware their fully comp insurance isn't transferable to other cars

WHILE insurance fraud rises, thousands of motorists could be driving uninsured without even realising it, according to new research.

Figures from Churchill Car Insurance show more than a third of drivers believe if they've got fully comprehensive insurance, they can drive any vehicle with the same level of cover.

And less than a quarter of motorists would bother to inform their insurer if they planned on driving another car. The problem is worst in Scotland, Yorkshire and Humberside and the North East, and among drivers aged 18 to 34.

The insurance of most of these drivers would be invalid as almost no insurers offer an open policy on driving other cars. Rob Miles, director of motor at Churchill, said: "Ignorance is no excuse. We'd urge all motorists to check their policies before using someone else's car."



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Video watch

AT autoexpress.co.uk/videos this week we have a real treat in the form of some of the world's most thrilling fast cars.

Sensational new Audi R8 blasts off



THE original R8 put Audi on the map as a maker of supercars. And so this second-generation model has a huge weight on its shoulders.

With a new chassis and a 602bhp engine, the 5.2-litre V10 Plus promises to be the best all-round supercar in the world, as well as the most user-friendly. We put it through its paces to see if it delivers on its thrilling potential.

Type R vs hot rivals in our track battle



LET'S say you are in the market for a reasonably practical car which can set your heart racing on road and track.

The Honda Civic Type R offers superb performance for 'reasonable' money. But if 306bhp isn't enough, is it worth spending the extra on an Audi RS3 or BMW M3? Our latest track battle puts them all to the test.

You can watch
any of our videos
on your phone
Simply scan
this QR code.



ED SPORT
New model
promises
70.6mpg fuel
economy and
racy styling



BMW upgrades its eco 3 Series

BMW has taken the wraps off a new 320d EfficientDynamics Sport model. Based on the recently facelifted 320d ED, it adds sporty styling upgrades, with only minor compromises to its class-leading efficiency.

Priced from £30,985 for the saloon and £32,285 for the estate, ED Sport spec brings larger 17-inch alloy wheels, with 18

or even 19-inch items optional. Inside, upgrades over the standard ED include the Business navigation system, Dakota leather, a sports steering wheel, unique trim finishes and heated sports front seats.

Fuel economy is reduced slightly on the ED Sport saloon auto from 74.3mpg to 70.6mpg, while CO₂ emissions rise by

5g/km to 104g/km. The Touring model's emissions increase by 12g/km to 111g/km. The engine is the same 163bhp 2.0-litre diesel engine available with either a six-speed manual or the eight-speed automatic gearbox – the manual adds between 3-4g/km of CO₂ compared with the auto.



Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4(7.9) – 52.3(5.4), Combined 35.3(8.0) – 134.5(2.1).



A NEW BEGINNING

INTRODUCING
THE ALL-NEW **VOLVO XC90**
MADE BY SWEDEN

BOOK YOUR TEST DRIVE
AT **VOLVOCARS.CO.UK**





Reader John Tellick felt Leon map updates were too infrequent and expensive

Shock £200 bill to keep SEAT sat-nav up to date

CASE STUDY Reader gobsmacked at annual cost of £200-plus to update Leon ST's mapping

AE Martin Saarinen

CAR owners are now faced with more choices of navigation systems than ever before with a wide range of mobile apps and portable devices on offer.

Yet many drivers still opt for the car manufacturer's own integrated set-up, which means fewer wires. However, many of these systems come with hidden costs, as John Tellick, from Surbiton, Surrey, found.

The long-time SEAT customer was taking his Leon ST for a service when he found the sat-nav – a £945 option – would cost £102 to update, with an added £25 charge for the SD card. The system requires an update twice a year, meaning John would need to spend over £200 annually to keep up with the latest mapping. John expressed his confusion to Auto Express: “There was no information on SEAT’s website informing me of the costs or frequency of the updates. It seems to me that a six-monthly update is too infrequent.”

John cited a case where he was lost in Belgium due to the system failing to recognise road changes. In comparison, a portable Garmin nüLink! 2340 can be acquired for less than £200, with a Europe-wide Garmin Lifetime update for £75. Garmin systems update more frequently, too, as John told us: “Going by Garmin’s

OFF COURSE

Reader John says he got lost in Belgium as nav failed to register road changes



“Many drivers opt for a maker’s integrated sat-nav, but many of these systems come with hidden costs”

past map update frequency it would cost a minimum of £612 to update my SEAT’s sat-nav to a similar level.”

John did find a way to install the SEAT update himself, but it requires a third party website, the download of 12 separate files, and “a lot of computer literacy”. John was

also left unsure whether this would invalidate his warranty on the vehicle.

We contacted SEAT to find out why the cost was so high and whether the manufacturer’s warranty is invalidated if owners manually update the system.

A SEAT spokesman said other makers charge similar fees for an update, and added: “The costs come from the fact the system is integrated to the vehicle and we have to purchase the software externally.” SEAT couldn’t confirm if the download would invalidate John’s warranty. But it’s unlikely SEAT would pay for repairs if John’s attempt to manually update the system went wrong.



Joe Finnerty

Drivers are right to expect more from insurers, and not just lower prices

AE LOWER annual insurance premiums have been the demand from the car buyer for years and, slowly but surely, insurers are taking heed as average policy costs fall.

But it seems motorists want more and not just in terms of money off, according to the latest research from Consumer Intelligence, which shows how insurers are failing to hit the mark.

It’s long been a gripe of Auto Express – and our readers – that there’s no reward for loyalty in the industry, and that’s backed up by the study. It reveals 20 per cent of motorists want insurers to offer their best price at renewal time, rather than forcing a policyholder to phone up their insurer and haggle or go through the hassle of price comparison.

So what else can insurers do to make drivers more likely to sign on the dotted line for another year?

According to Consumer Intelligence, drivers are twice as likely to renew if policies are flexible. Being able to take out a policy that delivers bonuses or bases itself on driver performance are two popular options among motorists. Could widespread use of telematics be the answer? Young drivers can benefit from deals, so why not everyone?

The call for more flexible policies is one of four key demands from motorists in the research – drivers also want improved customer service including UK call centres, greater use of technology and enhancements to the renewal process.

It’s a challenge insurers must take on. But who’s doing it best right now? Make sure you pick up next week’s Auto Express for the winners of our Driver Power insurance survey, as voted for by over 61,000 readers.

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“According to research, motorists are twice as likely to renew if their policy is flexible”

Many drivers don't know how to do basic checks



Millions of motorists driving on illegal tyres

■ Survey suggests drivers don't know legal limits of tyre tread

AE Martin Saarinen

MORE than 18 million drivers are estimated to be on UK roads with illegal tyres – a figure that's trebled in the last seven years.

That's according to Micheldever, which records tread depth on more than 100,000 vehicles each year. Since 2008 the number at, or below, the 1.6mm limit has risen.

Its survey also found 40 per cent of motorists don't know what the legal limit is, while 13 per cent believe tyre maintenance is the responsibility of the garage.

The numbers are in contrast to the increasingly safety conscious nature of the UK motorist, too. More than half of car owners say ABS is essential kit on a new car, and a third think traction control is vital (both feature on all new models). Yet these motorists aren't paying the same attention to the only part of the car in contact with the road.

Micheldever's chief executive, Duncan Wilkes, said: "Specifying safety kit at the point of purchase is commendable, but this research exposes a serious contradiction with how motorists maintain their vehicles in the long term."

It's not a fault with young drivers skimping on running costs, either, as 69 per cent of motorists in the survey had been driving for over 10 years. Wilkes added: "As the level of tech in modern cars has increased, so the level of responsibility drivers take for safety seems to diminish."



MOTORING LAWYER

Neil Davies
Senior Partner at
Caddick Davies
(www.motordefencelawyers.co.uk)

■ **YOU might think it's only reckless motorists who drive without insurance. However, it's an uncomfortable truth that even responsible drivers can be just as fallible, often without even knowing it.**

So how does this happen? An insurance policy can be cancelled for a host of reasons, ranging from the non-receipt of proof of no claims – irrespective of whether or not it was sent – to issues with direct debits or, in the case of a used car, the prior owner failing to cancel cover.

It's also vital you make sure you have the correct cover for your vehicle and the purpose of its use, so always read the terms of your policy carefully when taking out or renewing motor insurance.

For example, some policies contain certain limitations such as being limited to "social and domestic cover," which could leave you uninsured for your daily commute.

If any of the above was to happen, you could find yourself driving blissfully unaware that you aren't insured and if caught could face prosecution and find yourself paying a fine of up to £5,000 and points on your licence.

The best advice is to be alert and always read the small print, especially when looking for a cheap deal.

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA): 0117 954 3300



Inbox What do you think?

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HOT TOPIC New Superb vs Passat

FROM: Boule THE Skoda Superb looks the better car of the two, as the VW just seems too plain for me. If the Passat had a more sporty look to accompany its brilliant interior, I would be sold. The last time I remember a sporty Passat was a decade ago. How times have changed...

FROM: Peter Ward SKODA claims the Superb is 50kg lighter than the VW. It also has the same engine and gearing, with identical torque outputs. Yet the Superb's acceleration, claimed fuel economy and CO₂ emissions figures are all worse than the Passat's. How is that even possible?



FACE OFF

Our saloon showdown in Issue 1,376 has split opinion among readers, with performance, looks and practicality all coming under the spotlight

Join the debate at www.autoexpress.co.uk

■ "Why would anyone buy an Audi A4 when they could have a more spacious Skoda Superb with hints of real style?" **Smajr**

■ "The VW Group is clearly doing things right, with 10 of the 21 Auto Express 2015 awards and success in comparison tests." **ID253**

■ "The new Superb looks stunning. It's such a shame that it's too big for my liking, or it would definitely be a contender." **kevtoon2905**

Still too few women at top end of industry

FROM: Mike Spencer I WAS surprised to see only three women make it on to the Brit List (Issue 1,375). I'm sure there are many excellent women just 'bubbling under', but for the time being, the Brit List 2015 is proof that while the industry is talented, it has structural issues.

New Jaguar XE not all it's cracked up to be

FROM: Roy West HAVING had a look at the new Jaguar XE 2.0d Sport, I'm not convinced about all the hype. I feel that the interior is short of BMW and Audi's standards, and with the options fitted, it costs nearly £43,000. I may take a spin in the new Ford Mustang for perspective.

Car manufacturers not catering for colourblind

FROM: Farouk Sama THE navigation in my 2014 Porsche Cayenne does not come with colour adjustment for contrasting colours. I am red/green colourblind and really struggle to see the mapped route. Porsche says there's no fix for this. I think Porsche, along with other manufacturers, has missed something very important.

Extortionate cost to replace Merc lightbulb

FROM: Roger McHugh THE cost to replace the rear centre brakelight bulb on my 2010 Mercedes E-Class was £418. I was told the parts cost £101.40 and the process took two-and-a-half hours – apparently the back seats had to be removed for ease of access. This must be a new record for replacing a bulb.

Useful Contacts



25 YEARS OF SAT-NAV

It's a quarter of a century since the first navigation device debuted, and helped changed motoring forever. We look back at how sat-nav evolved to become an in-car essential for many – and ask what the future holds



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AE IN-CAR technology is moving faster than ever as manufacturers push the boundaries of what is possible. Auto-braking, self-parking and 360-degree cameras are just some of the latest gadgets available on new models.

Look back just a short while, though, and you realise how far we've come. So far, in fact, that in-car navigation systems are now taken for granted and fitted on most cars. The tech is now even making its way into legislation, forming part of a trial to revamp the driving test (see Page 28).

Yet it was just 25 years ago that the first GPS-based product hit the market and changed driving forever. Satellite navigation – like many tech advancements – has its roots in the military. The US developed GPS guidance to use on inter-continental ballistic missiles in the early sixties, and it took just 30 years before it was guiding us on holiday.

Products themselves have come some way, too, from the very first GPS-based system produced by Pioneer in 1990 – the AVIC-1. Auto Express managed to get hold of the original complete with metres of wiring and a bulky hard drive. As our pictures show, it's a far cry from the latest TomTom offering, with its tiny touchscreen and no wires!

Visually, then and now are vastly different, but just how has the technology changed? We caught up with Steve Digva, an in-car entertainment expert who's been in the industry since the eighties and is CEO of Inphase International, to find out how sat-nav has evolved over the past quarter of a century.

Steve said: "The first systems just did navigation, and to be honest weren't great. However, points of interest (POI) came very quickly as brands wanted to

"Look back a short while and you see how far we've come, with sat-nav now taken for granted"



Atlases remain a great buy for some drivers, but the sheer affordability of portable navigation units means that many motorists now prefer to use sat-nav

have a difference. The feeling was that if you included POIs, people could use the system to do interesting things."

POIs meant landmarks, sightseeing opportunities, restaurants and accommodation. While this was a start, Steve claims the inclusion of postcode look-up was the major step forward for sat-navs: "It was one of the biggest changes, as not every manufacturer could do seven-digit postcodes – even now, some can still only do four digits."

As it became clear sat-navs were a popular – if pricey – option, more manufacturers jumped on board: Pioneer, Kenwood and Alpine set the agenda. Steve explained: "Manufacturers started planning what customers' needs were about. They started to introduce locations like home and work and the user interface became quite prominent, plus camera locations were included."

The second and third generation sat-navs took huge steps to make them more accessible. "Manufacturers realised their devices were very expensive, so what if they could integrate them with existing products? That's when



LATEST TOM TOM GO 1500

THE latest TomTom features wireless access to MyDrive which allows drivers to plan a route on the app and it'll be ready to go in-car. It's got a five-inch screen with live traffic updates. Lifetime worldwide maps are also available.

Sat-nav through the ages

OUR timeline of sat-nav history over the past 25 years illustrates how the devices have evolved from primitive, bulky units with clever features added on the way.

1990



**PIONEER
AVIC-1**
World's first CD-based
GPS navigation system

1995



**GUIDESTAR
NAVIGATION
SYSTEM**
One of the first
factory-fitted navs
from Oldsmobile



OLDEST PIONEER AVIC-1

THE world's first GPS nav system was bulky with a small screen, a huge array of buttons and a separate hard drive. Early products retailed at around £2,500, making it prohibitive for many.



Wrong turn: Sat-nav has proven too hard to operate for some

Top 5 sat-nav fails

USING a sat-nav is great if you don't know the area, but they shouldn't be followed at all costs. Occasionally, sat-navs get it extremely wrong, so it's always best to keep your eyes on the road and not on the screen, as these unfortunate drivers found out.

1. Two Swedish holidaymakers were attempting to reach the island of Capri in the Gulf of Naples, Italy, but ended up 400 miles away in an industrial town at the other end of the country after mistakenly typing "Carpi" into their sat-nav.
2. Four British tourists got stuck for four days after their sat-nav sent them down a muddy dirt track into the Australian outback. The driver failed to notice warning signs the road was closed due to heavy rain, and became stuck in mud.
3. A group of schoolchildren from Hampshire missed out on a trip to see Hampton Court Palace when their bus driver dropped them off in the borough of Islington, north London. When the group noticed the error, they tried to find the palace, but got lost in central London. They returned home after seven hours without having visited Hampton Court.
4. A group of pensioners was stranded for almost four hours after their bus driver followed his sat-nav down a country lane and became stuck. The coach eventually had to drive across three recently harvested fields in order to rejoin the main road.
5. An amateur sailor had to be rescued by the coastguard near Canvey Island in Essex, while trying to reach Rochester, Kent. Police reported that the boat had no charts, flares or radio, and was navigating by a car sat-nav system.

1998



LEXUS NAVIGATOR GPS
One of the first to have touchscreen capability

2002



GARMIN STREETPILOT III
One of the first portable sat-navs with a colour screen and voice prompts

2005



GARMIN NUVI 300 SERIES
The first new slimline shaped GPS

2010



TOMTOM LIVE
Debuts live traffic updates with connected SIM card

Inside story

the market really took off,” added Steve. The AVIC X-1 – a successor to the 1990 original from Pioneer – was one of these products that acted as a trailblazer in the early 2000s. It offered in-car entertainment and a user interface that treated navigation as a useful addition. Consumers wanted more for their money and in the early-2000s, 12 years after the introduction of the first sat-nav, the goalposts moved.

Portable devices hit the market and changed the game. These convenient and small units were cheaper and superior to the hefty and expensive built-in products. The faster processing speeds and more accurate route calculations meant consumers had an easy purchase decision to make. Why buy an expensive aftermarket in-car set-up when they could get a cheaper TomTom or Garmin system to be used in multiple cars?

To fight back, those manufacturers offering built-in units decided they needed something new and so they started to offer more: USB connections, Bluetooth compatibility and better quality screens. The list of features continues to grow – now POIs have evolved to include petrol stations and car parking while other places have been taken off, no longer needed by the motorist.

The voice handing out directions can be changed with celebrities lending their endorsements. Why not try out Darth Vader or Mister T – or if you’re having a particularly unbelievable drive, Victor Meldrew?! And the ability to input your vehicle’s size has been well received to avoid that awkward moment of arriving at a height or width restriction and being forced into an embarrassing U-turn.

Improvements

The most recent improvements include 3D-mapping and re-routing, plus live traffic updates. Steve explained the tech for traffic has been around for a while, but hadn’t been terribly useful. He said: “Traffic updates came quite late because the coverage was focused around London and the M25. Outside of that it wasn’t valuable. Some manufacturers offered it as an optional extra.

“Where you have really seen improvements, though, is in planning routes and the speed of calculating them.”

One of the biggest issues with sat-navs is how to keep them up to date, as more roads are built and new housing developments spring up. Originally, systems were CD-based, but these were expensive and inconvenient to update, plus the updates were fairly infrequent. Steve admitted: “Customers get a raw deal on sat-navs in vehicles in comparison to what’s available on the aftermarket.”

SD cards have now replaced CDs and even that’s changing quickly. Sat-nav apps are now more popular than ever, with drivers using a smartphone as their in-car entertainment. They no longer need a system that does everything, so manufacturers have started to “de-spec” their products, once again making navigation the priority just as it was way back in 1990.

“New products are coming to the market where the tech is being stripped back to make them more affordable,” explained Steve. “Navigation is the key function again. Consumers just don’t need it to do 16 different things.”

While the sat-nav has undergone a radical development in the last 25 years, the journey isn’t over yet. Steve believes that mobile integration is the next logical step to ensure the manufacturers that set the bar at the start survive and flourish for the next quarter of a century.

He concluded: “My personal belief is that if you look at mobile phones, Google Maps are the most accurate and most up-to-date. Consumers are using smartphones more than ever, so mobile phone integration is going to be the future. There needs to be a live link.”

“Drivers no longer need a system that does everything, so makers have started to ‘de-spec’ systems”



TOP TIPS ON LEARNING TO DRIVE WITH A SAT-NAV



TESTING TIME

Ability to use a sat-nav has been incorporated into the driving test by some test centres and instructor Derek Creasey has already guided one learner to a pass



WITH sat-nav now in most cars, it's important drivers know how to use it safely. One way to prepare new road users is to make usage part of the driving test, and that's what some test centres have done.

UK-wide trials are now underway that feature a period of independent driving following sat-nav instructions. The examiner sets up a pre-organised route on the sat-nav with the learner asked to drive for around 20 minutes unprompted.

Clearly, a new test means a new learning process so we spoke with RED Driving School instructor, Derek Creasey, who has already tutored one learner – David Bishop, from Dover, Kent – to sat-nav success.

Derek gave us his top tips (below) and added: “Half of failures go down to nervousness, so if the sat-nav is talking rather than an examiner, you forget somebody else is there and it takes the pressure off.”

1. Stay calm and listen

“Make sure you understand what the examiner is asking of you and listen to what he’s saying about the sat-nav and the route.”

2. Glance at the screen

“When the sat-nav instructs you to turn, glance at the screen to make sure you know what road you’re going down to avoid turning too early.”

3. Move, signal, position, speed, look

“Don’t forget the basics. Just because the sat-nav tells you to go somewhere, don’t ignore all the other safety skills you’ve been taught.”

3. Don’t panic if the examiner interrupts the sat-nav

“It’s perfectly normal for the examiner to ask you to stop and perform a manoeuvre before asking you to continue along the route.”

5. Taking a wrong turn isn’t a fail

“Don’t worry if you take a wrong turn, it’s not testing you on your navigational skills. As long as the turn was done safely, you’ve not failed.”



I want zero interest
without looking
zero interesting.

#SR7

11:19 AM



0% APR

REPRESENTATIVE

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£79 PER MONTH



RIO SR7

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You make us make better cars, like the new Rio 'SR7' special edition. You want tons of amazing features like Bluetooth®, reversing sensors and alloy wheels as standard and you want a car that is anything but standard. The SR7 range also comes with our Care-3 servicing package that covers your first 3 services for just £99. You're so demanding, luckily so are we.



Care-3

Fuel consumption in mpg (l/100km) for the Kia Rio 'SR7' are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO₂ Emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/07/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



Good body control gives confidence on twisting roads, and ride is acceptably composed

BMW X1

Performance

0-60mph/top speed
6.6 seconds/146mph



Running costs

61.4mpg (official)
£73 fill-up



FIRST DRIVE Second-generation model is more attractive, better looking and sharper to drive



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AE THE X1 is an incredibly important car for BMW. Since 2009, more than 730,000 of the estate/SUV crossovers have left the factory. But the game has moved on significantly. Higher-riding cars like the Mazda CX-5 and Audi Q3 have made the X1's lower, sportier-styling look a little dated, and at odds with its more rugged X3 and X5 siblings. But not anymore.

Despite being 15mm shorter, the all-new second-generation X1 is 53mm higher and 23mm wider than its predecessor. It's immediately more imposing and SUV-like to look at, with loads of sharp creases, flared arches and more aggressive styling.

It's more spacious inside, too, with generous headroom and shoulder space, as well as 37mm more legroom behind the driver and front-seat passenger. What's more, this extends to 66mm if you go for the

sliding rear bench as a £195 option. Up front, it's a big improvement over the outgoing car, with plush materials, a logical layout and the usual thick-rimmed steering wheel. All cars get a six-inch screen, an electronic parking brake and loads of seat adjustment.

The boot is 85 litres larger than the old car's at 505 litres, but fold the rear seats flat, and this expands to 1,550 litres. That's 200 litres more than before, and 135 litres up on the Q3. You can even specify your X1 with a fold-flat front passenger seat (£145).

The outgoing X1 sat on a modified version of the last-generation 3 Series Touring platform, but the new car shares its underpinnings with the MINI hatch. That means the entry-level sDrive 18d is in front-wheel drive rather than BMW's usual

rear-wheel drive, although the rest of the range has standard xDrive four-wheel drive.

There are four engines to choose from, including one petrol and three diesels. All are 2.0-litre units, with even the basic 18d getting 148bhp. The more powerful 20d and 25d get 187bhp and 228bhp respectively, while the sole petrol – the 20i – uses a 189bhp four-cylinder turbo.

If running costs are key, you should go for one of the efficient diesels. The entry-level 18d does 68.9mpg (114g/km) with the six-speed manual gearbox, while the four-wheel drive only 20d and 25d will do 57.6mpg and 56.5mpg respectively. Go for the slick-shifting eight-speed auto and economy drops slightly, but not enough to make a feasible difference day-to-day. We

"It's immediately more imposing and SUV-like to look at, with sharp creases and aggressive styling"



34 **McLAREN 675LT**
Sensational 666bhp track-focused supercar takes 650S to new level.

37 **STORMING CLIO**
Renaultsport's revised 220 Trophy pocket rocket blasts off.

38 **VW PASSAT GTE**
New plug-in hybrid estate offers 31 miles of range on electric power.

40 **MERC GLC 350e**
We liked diesel version of C-Class-based SUV. Now we try plug-in.



Essentials

BMW X1 xDrive25d xLine

Price:	£36,060
Engine:	2.0-litre 4-cyl diesel
Power:	228bhp/450Nm
Transmission:	Eight-speed auto, four-wheel drive
0-60mph:	6.6 seconds
Top speed:	146mph
Economy:	61.4mpg
CO₂:	132g/km

ON SALE Now



PRACTICALITY It's shorter than the previous car, but new X1 is bigger inside. Boot has swollen to 505 litres and all cars get a 40:20:40 split-fold rear bench, revealing 1,550 litres folded flat



EQUIPMENT UK buyers will get a choice of SE, Sport, xLine and M Sport cars, with all versions getting at least a six-inch sat-nav screen, 17-inch alloy wheels and a power bootlid

NEED TO KNOW

As before, the X1 will be available in the UK with a choice of two or four-wheel drive. Now, however, sDrive models will use the 2 Series Active Tourer's front-wheel-drive platform, rather than the old rear-driven 3 Series-based set-up



Rear seat space is generous; eight-speed auto is refined and smooth



xDrive models direct power to front wheels most of the time, but if car senses slip, 100 per cent of torque can be sent to rear



were given an opportunity to drive the most powerful xDrive 25d from BMW's Munich HQ on the autobahn and into Austria.

Twisting around the alpine roads south of Salzburg, we found it surprisingly capable on a winding country route. The xDrive models send their power to the front wheels most of the time, but are able to switch up to 100 per cent of torque to the rear when the car senses wheel slip. The steering is direct, and body control good, letting you push on with confidence when the roads allow.

The 25d diesel engine is punchy and refined, but it never feels lightning fast and is noisy when extended into the upper rev limits. The eight-speed auto fitted to our test car works as well in the X1 as it does in any 2 or 3 Series. Our car was also fitted with optional £390 electronic dampers, and as a result coped well with bumps and imperfections in the road.

Unlike on the new 3 Series there's no Sport+ mode, but even Sport sharpens the

car's responses with stiffer suspension and livelier throttle, gearbox and steering responses. Prices work out at about £1,500 more than an equivalent Audi Q3, but the BMW is faster, cheaper to run, and bigger inside. Standard kit is impressive, too, with even the entry-level SE boasting 17-inch wheels, sat-nav and a power tailgate.

Sport models get bigger wheels and some racier details, while xLine cars add leather, LED headlights and classier aluminium trim. As before, the M Sport sits at the top of the range, with a more aerodynamic body, sports seats and stiffer suspension.

We've not driven the xDrive 20d yet, but on paper that's the one to go for. The 25d's £2,380 premium over it is steep, and it's only a second faster from 0-62mph. With a healthy 400Nm of torque we expect the 20d to feel plenty quick enough for most people. Plus, it's one Benefit in Kind tax bracket lower (21 per cent vs 22 per cent), so it'll be cheaper to tax for company car drivers.



AUTO EXPRESS Verdict

THE new X1 improves on the outgoing car in nearly every area. It's taller and wider, so has a more rugged appearance, but is also more practical inside. It's good to drive and cheap to run, and while it's not as spacious as a CX-5, it trumps the Mazda for sheer desirability. All in all it's a much more rounded and appealing package than before.



Fiat 500C

FIRST DRIVE

Retro city car gets revised, and we try convertible version to see if update is a success



Performance

0-62mph/top speed
11.0 seconds/107mph



Running costs

74.3mpg (official)
£41 fill-up



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AE FIAT took a big gamble in 2007 when it launched the new Fiat 500. Taking on the MINI with an affectionate reinterpretation of its own icon was no easy task. But with 1.5 million sales clocked up globally, and the new 'cinquecento' having spawned the 500L MPV, 500L Trekking, 500L MPW seven-seat MPV and the 500X crossover in recent years, it was a gamble that's clearly paid off.

Time has caught up with Fiat's bambino, though, and the company has responded by updating the 500 to keep it fresh. Fiat is playing it safe, however – with sales growing every year, the current 500 is a cash-cow that's not ready for a radical overhaul yet.

Consequently, the exterior changes are barely noticeable. At the front, there's a 500X-like chrome flash across the nose and a pair of new larger elliptical daytime running lights, while Lounge versions get a glitzy chrome-studded lower grille.

At the rear, there are new ring-shaped light clusters with body-coloured centres, while the reversing and fog lights are now housed in the bumper. Two new colours join the paint palette, along with a couple of new alloy wheel designs – and that's



There are two new alloy wheel designs, but rear seats are still very tight for adults

it. Inside, the charmingly retro dash has been brought bang up to date with a five-inch Uconnect infotainment screen.

The Pop Star (from £11,765) adds air-con, heated mirrors, 15-inch alloys and a 50:50-split folding back seat, while top-spec Lounge (from £12,640) includes a panoramic glass roof, touchscreen Uconnect with Bluetooth and rear parking sensors.

The facelifted 500 also brings a new selection of customisation options, allowing a greater degree of personalisation. If the

varied paint palette doesn't impress, the 500 can now be ordered with a 'second skin' – a choice of six factory-fitted wrap patterns. There are also more interior colour schemes and new options such as a seven-inch full-TFT instrument cluster for £250.

The perennial 68bhp 1.2-litre four-cylinder petrol remains, as do the 84bhp and 104bhp 0.9-litre two-cylinder TwinAir turbo petrols, with the 1.3-litre diesel arriving later this year. We got behind the wheel of the lower-powered 0.9-litre TwinAir 500C – the

"The facelifted 500 brings a new selection of customisation options with greater personalisation"



Essentials

Fiat 500C Lounge 0.9 TwinAir 85hp

Price:	£16,590
Engine:	0.9-litre 2cyl turbo petrol
Power:	84bhp/145Nm
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	11.0 seconds
Top speed:	107mph
Economy:	74.3mpg
CO₂:	90g/km

ON SALE September



EQUIPMENT All 500s feature new infotainment system, while more pricey models get sat-nav and social media connectivity. But there's no longer a CD slot



PRACTICALITY 500's tiny 185-litre boot – 182 litres in the 500C – won't carry more than a few shopping bags. 500C also has a letter box-like opening



Newly designed steering wheel now comes with buttons for the audio. Aux-in and USB inputs are also standard on entry-level £10,980 Pop model



Engine is lively, but five-speed gearbox lacks crispness of the MINI's

convertible model that comes with a £2,650 premium over the regular 500 hatchback. Until the arrival of a special 'eco' version of the 1.2, this is the greenest 500 engine you can buy, with CO₂ emissions of 90g/km and claimed fuel consumption of 74.3mpg. It's worth noting, however, that previous Auto Express tests of this engine have never yielded MPG figures anywhere near 70mpg.

Disappointingly, the 'new' 500 feels the same to drive as the outgoing car. That's not a huge criticism, as the lively two-cylinder petrol is fun to use – its fizzy nature allows you to carve through traffic with ease. The soft suspension makes light work of urban potholes, too. But hit the open road and the engine's trait of sudden torque delivery is tiresome, and that previously likeable soft suspension gives an unsettled ride at speed.

It seems the 500's intrinsic faults haven't been ironed out on the 'new' version – and that's the real problem here. That chic Fifties dashboard is blighted by some horribly flimsy and scratchy plastics around the centre console and on the doors. The steering wheel still doesn't adjust for reach and the front seats are too high-set. Space in the back is tight for adults and boot space remains a meagre 185 litres with the seats up and 550 with them down.



Auto Express Verdict

FIAT believes the latest updates to its 500 city car are significant enough to warrant calling it the 'new 500', but that's stretching things a bit. While the upgrades are pleasing – the new infotainment system was badly needed and the facelift freshens up the looks – the car's most obvious flaws, like flimsy build quality, poor equipment levels and high list price are still present. There aren't many cars on sale today that can rival the Fiat's chic character, but this isn't the new car we were hoping for.





McLaren 675LT

FIRST DRIVE Supercar offers P1 thrills for quarter of price



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AE McLaren Automotive has come a long way in a short space of time, since the first 12Cs were unleashed upon the world in 2011. And of all the cars it has produced over those past four years, this new 675LT is arguably the most impressive of them all.

Why? Because although it may not contain as much technology or be quite as fast as the £1million P1, in reality it's not that far behind. Yet it costs a quarter of the price of the P1, at 'just' £259,500, which might just explain why all 500 examples that McLaren will build over the next two years are now officially sold out.

We drove the car around Silverstone and on the roads surrounding Britain's most famous GP circuit last week, and after half a day at the wheel realised that McLaren isn't exaggerating when it says the 675 is "closer to the P1 dynamically than it is to the 650S". And remember, the 650S

was itself a huge leap forwards in every dimension compared with the original 12C.

Power from the now familiar-but-modified 3.8-litre twin-turbo V8 rises by 25bhp to 666bhp (or 675PS – hence the first part of the car's name). The LT tag stands for "long tail", in homage to the F1 GTR long tails developed for GT racing in the late nineties.

Torque has also gone up to 700Nm, but the biggest upgrade of all is what's no longer there; thanks to an extensive weight-saving programme, the 675LT is a full 100kg lighter than the 650S. Mate this with those small but significant increases in power, plus a wider track front and rear, stiffer springs, a 20mm drop in ride height and super-sticky new Pirelli Trofeo tyres, and it becomes a very different animal indeed. On the road, the 675 retains a surprising

degree of civility to its ride and general dynamics, despite its more focused intentions – so long as you select Normal for its electronic chassis set-up. This means it still offers a huge breadth of ability for this kind of car – more so than any rival, including the Ferrari 488 GTB.

Switch to Sport, however, and the stiffer suspension settings instantly make the 675 feel much more alive, but also busier beneath your backside. And if you then engage Sport for the drivetrain programme as well (the chassis and drivetrain have their own separate settings), the gearchange becomes faster and far more physical than before, the exhaust note even more guttural, the throttle response sharper and harder edged. It really does deliver a Jekyll and

"Switch to Sport mode, and the stiffer suspension settings instantly make the 675 feel more alive"



Essentials

McLaren 675LT

Price: £259,500

Engine: 3.8-litre V8, twin-turbo

Power/torque: 666bhp/700nm

Transmission: Seven-speed automatic, rear wheel drive

0-62mph: 2.9 seconds

Top speed: 205mph

Economy: 24.2mpg

CO₂: 275g/km

ON SALE Now



DOORS If lime green paint doesn't get you noticed, the doors that spread like a pair of wings will. The 675LT's airbrake adds some drama to the profile when you're really slowing down, too



TYRES Pirelli Trofeo rubber serves up amazing grip, while round exhausts emit a guttural sound when you switch the powertrain to Sport mode. It's now a match for the turbocharged 488 GTB



Verdict

BE in no doubt, the 675LT is a big leap forwards from the 650S – a car that was already right at the top of its class. It's a textbook example of how removing weight from a car adds ability in every other dimension. And when you mix such a reduction in mass with a series of other well judged improvements to the engine, chassis, steering, brakes and so on, you end up in a very good place indeed. And that's precisely where the 675LT now sits. For the time being, it is king of the hill.



Alcantara-trimmed interior is as focused as in 650S; vents in engine cover allow V8 to breathe



NEED TO KNOW

This is the first in a series of enhanced LT models to come from McLaren. Next in line is the Sports Series 'LT', based on the 570S



In Normal mode, 675LT is fairly docile, but switch to Sport and it comes alive

Hyde kind of transformation. On track, the sharper steering rack and tweaked suspension give the 675 so much more turn-in bite and balance mid-corner compared with the 650S.

And down the straights, it felt a little bit ridiculous to be honest, with never-ending acceleration and even better stopping power, thanks partly to those new Trofeo tyres, whose sidewalls are stiffer and don't allow so much squirm under heavy braking. And the lap time proved it. In the end, it was less than two seconds slower than the P1 by our casual calculations.

The level of acceleration is now borderline uncomfortable on the public road, no matter which of the various drive programmes you might have selected. There is still some lag from the V8 twin-turbo, but

only in the last four of the seven forward gears. In third or below the response is pretty much instant, and when full boost arrives at around 4,300rpm, you really do need to be right on top of your game to deal with it.

The numbers say the 675 can get from 0-62mph in 2.9 seconds and from 0-124mph (200kmh) in just 7.9 seconds; this is a rear-wheel-drive car we are talking about, remember. But if anything, it feels even faster than those bare statistics suggest.

Top speed is 205mph, which is no more than competitive with its key rivals but, says McLaren, "we're not really concerned about top speed".

What the company will be concerned about is how the 675 stacks up beside Ferrari's new 488 GTB, which costs a not insignificant £75,526 less. The answer is: very well indeed in all departments, even if the McLaren feels no faster than the Ferrari in a straight line.



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Trophy has 20bhp more than regular Clio RS, but doesn't feel any faster

Essentials

Renaultsport Clio 220 Trophy

Price:	£21,780
Engine:	1.6-litre 4cyl turbo
Power:	217bhp
Transmission:	Six-speed automatic, front-wheel drive
0-62mph:	6.6 seconds
Top speed:	146mph
Economy:	47.9mpg
CO ₂ :	135g/km

ON SALE Now



EQUIPMENT Apart from Trophy-badged sports seats, kit mirrors that of standard Clio RS 200, with sat-nav, air-con and 18-inch alloys all standard

Renaultsport Clio Trophy

FIRST DRIVE Tweaks give hot hatch muscle to take fight to Fiesta ST



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AE WHEN Renaultsport puts its name to something, it rarely disappoints. But the all-new Renaultsport Clio 200 broke the mould when it arrived in 2013. Gone was the rev-hungry engine and snappy six-speed manual of the previous car, replaced by a downsized turbo and an automatic gearbox.

Now Renault has responded and created this: the Renaultsport Clio 220 Trophy. It will set you back another £2,650 over the regular 200, but you can see where that's been spent. The 1.6-litre turbo now develops an additional 20bhp – that's 217bhp in all – the exhaust system has been overhauled to reduce backpressure and the springs have been stiffened by 40 per cent. Gearchanges are also claimed to be 50 per cent faster, plus the engine now revs out to 6,800rpm – a 300rpm increase over the Clio RS 200.

In practice, despite the added grunt, the Trophy doesn't feel any more urgent than the standard car – only one tenth has been cut from the 0-62mph time, at 6.6 seconds – but the Clio was always quick enough.

The bigger issue is the gearbox. Keep your right foot buried and the Clio rips though the ratios with a fraction more severity, accompanied by a snort from the exhausts. Pulling the paddles yourself also takes less time as there's 30 per cent less travel, but what should be a satisfying thud of selecting the next cog remains rather mushy.

Renault has also quickened the steering, but there's still a bit of vagueness before the front end bites into the tarmac. Beyond that,



Inside, you get sports steering wheel and big touchscreen; five doors aid versatility



the Trophy is seemingly unwilling to loosen its grip, no matter how ham-fisted you are. It still rides with far greater complacency than a 217bhp hot hatch has any right to – despite being lower by 20mm at the front and 10mm at the rear. It flows with the road in a way a Ford Fiesta ST can only dream of, smothering imperfections and absorbing bumps.

What's still missing, though, is that sense of involvement and connectivity you get in the ST. Where the Ford is sharp and alert, the Clio can feel limp and a bit lifeless unless you're at maximum attack. The £1,600 optional Trophy sports seats are another niggle; they offer masses of support, and hold you in place, but the side bolsters protrude so much, they can restrict how much lock you can apply.

Being a Clio, it's also more practical than its rivals, with a five-door body and roomy 300-litre boot. Yet these are unlikely to be priorities on such a car.



PRACTICALITY Five doors and a 300-litre boot make the Clio more practical than most rivals. Folding the seats flat frees up 1,146-litre capacity



PERFORMANCE A bigger turbo, new exhaust system and additional 20bhp makes the new car only one-tenth quicker in the 0-62mph sprint

Verdict

THERE'S no denying the Clio Trophy is a more focused and absorbing hot hatch, but the transformation isn't as profound on this new car as we've seen in Renault's other models. With such a rich pool of hot hatch rivals to choose from, even the Trophy still lags behind, so you can't help but feel that the company got the basics wrong from the very beginning.



New cars Volkswagen Passat GTE

Blue strip in grille gives away hybrid drive, and it switches power sources smoothly



Performance

0-62mph/top speed
7.6 seconds/140mph



Running costs

166mpg (official)
£59 fill-up



VW Passat GTE

FIRST DRIVE Plug-in hybrid is the only petrol version of family car on sale, and we try estate



James Batchelor

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AE UNTIL now, if you wanted a Volkswagen Passat, your only choice was a diesel. But now, there's a petrol-electric plug-in hybrid GTE, available as a saloon or estate.

Beneath its conventional body lies the same technology as in the Golf GTE, so a 154bhp 1.4-litre TSI engine is under the bonnet. The lithium-ion battery is under the rear bench, while the electric motor is integrated within the six-speed DSG box.

All of that clever technology adds up to a combined power output of 215bhp, 400Nm of torque and a 140mph top speed (81mph if you're in pure electric E-Mode), while our Estate promises 0-62mph in 7.6 seconds. Total range in E-Mode is 31 miles and VW claims staggering economy of 166mpg and emissions of 39g/km of CO₂, so it's exempt from road tax and the London Congestion Charge. Plus, with a Benefit in Kind rate of just five per cent, company buyers will love it.

Press the starter button and prod the throttle, and the GTE glides away just like any other electric car in its default E-Mode. Once the batteries are drained, the engine kicks in and the Passat runs in full Hybrid mode – recouping energy and charging the battery under braking or automatically charging using the engine. GTE mode gives maximum power from engine and electric motor, while Battery Charge conserves the

battery's charge so its electricity can be used later on in the journey. Fortunately, the engine cut-in is super-smooth.

There are a number of driving modes, too, ranging from Eco to Sport, but the Passat feels most in its element in Comfort.

On the move, straight-line acceleration is impressive, but while the steering is accurate, it's a bit numb, and combines with the soft suspension to take the pleasure out of enthusiastic driving. The brake pedal doesn't have a very consistent feel, either; we often found ourselves slotting the gearlever into 'B' to use the GTE's strong regenerative brakes.

Due to clever packaging, the battery pack doesn't eat into boot space, so the GTE Estate gets the same 650-litre boot as any other Passat – it's one of the roomiest in the class, and can be expanded to 1,780 litres with the seats down. While there is now no under-floor storage (that's where the fuel tank has been moved to), you still get loads of rear legroom, and headroom is generous, too.

Apart from the C-shaped LED daytime running lights, thin blue strip in the radiator grille, 18-inch Oxford alloys and blue brake calipers, the GTE looks like any other diesel Passat. It's the same story inside – apart from blue stitching, classy blue ambient lighting and electric power consumption menus on the eight-inch touchscreen, little has been changed. Standard kit is generous, though: there's Nappa leather, a 360-degree parking camera, sat-nav and LED headlights.



Matt Vesper



NEED TO KNOW

Charging takes four hours and 15 minutes from a domestic supply, or two hours 30 minutes from a wallbox with a 3.6kW supply

Essentials**Volkswagen Passat GTE Estate**

Price:	£35,000 (est. including £5,000 plug-in car grant)
Engine:	1.4-litre 4cyl petrol, plus electric motor
Power:	215bhp (combined)
Torque:	400Nm
Transmission:	Six-speed automatic, front-wheel drive
0-62mph:	7.6 seconds
Top speed:	140mph (81mph in E-Mode)
Econ/CO₂:	166mpg/39g/km

ON SALE October

EQUIPMENT Standard kit includes alloys and LED headlights, plus leather, nav, a 360-degree parking camera and cool blue ambient interior lighting



PRACTICALITY As battery pack is under seats, the fuel tank is beneath the boot, so underfloor storage is removed. But GTE's boot is the same as any other Passat's, at 650 litres or 1,780 litres

**Auto Express Verdict**

IF you want a petrol Passat Estate, the GTE is the only option, but there is far more to it than that. With full-electric and full-hybrid driving modes, it's really relaxing to drive and is, as ever from VW, a top-quality product. And the addition of a battery pack has made little difference to the practicality. But unless you're a company driver with a short commute and access to charging points, the diesels are cheaper and easier to own.



Mercedes GLC 350e

FIRST DRIVE Is ultra-efficient hybrid SUV worth waiting for over diesels?

NEED TO KNOW
Mercedes is developing a Coupé version of the GLC to tackle the BMW X4



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AE WHEN the Mercedes GLC arrives in the UK later this year, we'll be graced with a diesel-only engine line-up – initially made up of two four-cylinder models with either 168bhp or 201bhp. We've already driven the higher-powered diesel (Issue 1,379), but if you want a petrol – or indeed a hybrid – you'll need to wait at least 18 months for the 350e plug-in hybrid driven here.

Mercedes quotes 109mpg economy and CO₂ emissions of just 60g/km, yet if you have means of regular charging and your commute is less than 21 miles, you could effectively never have to fill up the 350e. It'll be a big hit for company car drivers with its nine per cent Benefit in Kind tax rate, too. The diesels come in at 23 per cent.

On the road, the instant torque provided by the electric motor is immediately noticeable. Bury the throttle, and the petrol

engine bursts into life, offering impressive speed. In fact, this hybrid is the fastest model in the range, sprinting from 0-62mph in 5.9 seconds and topping out at 146mph.

In Hybrid mode, the 2.0-litre four-cylinder petrol engine and electric motor combine for optimum performance – decoupling when you lift off the accelerator to generate energy for the batteries and linking again when a burst of acceleration is needed. In our view, this gives the best all-round driving experience, and allows the engine to work its magic seamlessly and effectively.

On smooth, unbroken French highways, the GLC 350e was unbeatable for comfort. Our car rode on the optional air-suspension, which undoubtedly helped its cause, but all UK cars get adaptive dampers as standard.

So, the GLC 350e is cheaper to run and more relaxing to drive, but is it as easy to live with as the diesel model? Not quite, as practicality does take a dent and there's no underfloor storage. Head and legroom in the rear are unaffected, but boot space is down from 550 litres to 395 litres with a nasty step above the bumper to accommodate the batteries.

It's not a deal breaker, but if space is a concern, the standard car is certainly more versatile.

GLC proves impressively refined, but also has a good turn of pace

**Essentials****Mercedes GLC 350e**

Price:	£40,000 (est)
Engine:	2.0-litre 4cyl turbo
Power:	316bhp
Transmission:	Seven-speed auto, four-wheel drive
0-62mph:	5.9 seconds
Top speed:	146mph
Economy:	109mpg
CO₂:	60g/km

ON SALE Late 2016

PRACTICALITY The hybrid drivetrain eats into boot space, reducing it from 550 to 395 litres



HYBRID TECH 350e can travel up to 21 miles at a maximum speed of 84mph on pure-electric power. Petrol engine kicks in for burst of speed

**Auto Express Verdict**

IT'S a shame that the Mercedes GLC 350e won't be offered from the outset, as the promise of 109mpg fuel economy and low Benefit in Kind rates would be a big pull for company car drivers. It's fast, refined and decent enough to drive, plus it puts rivals to shame in terms of CO₂ emissions.





Jaguar XE S

Performance

0-62mph/top speed
5.1 seconds/155mph



FIRST UK DRIVE Flagship compact exec is superb to drive



Richard Ingram

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AE THE Jaguar XE is good. So good, in fact, that we named it Best Compact Executive Car in our 2015 New Car Awards. Having driven both the 2.0-litre petrol and new Ingenium diesel, it was clear Jaguar had taken the fight to its German rivals – and won.

While we'd also had a go in this range-topping XE S, it was only on the smooth roads of Spain, so getting hold of one in the UK is the final piece in the XE jigsaw.

Visually, the XE S is even more striking than BMW's M Sport models, with sharp daytime running lights, a bodykit and 19-inch wheels. Our test had larger 20s (£800), while inside the red leather and 'S' embossed headrests are a no-cost option.

Under the bonnet is the 335bhp supercharged V6 from Jaguar's entry-level F-Type, matched to a brilliant eight-speed ZF auto, giving an immediate sense of occasion every time you press the starter button.

It's remarkably refined, though, both in town and on the motorway. It is as quiet as you'd expect a Jag to be on longer trips, but plant your right foot and it turns up the noise and fires you down the road.

The gearbox is smooth and responsive, and while the engine doesn't offer the same aural enjoyment as in the F-Type, it's far more characterful than the new BMW 340i (Page 8).

However, where the XE really shines is in corners. The steering is pin sharp, and there's next to no body roll. Even on bigger wheels the ride is calm and composed, and thanks to the standard adaptive dampers it remains perfectly sorted on all surfaces.

Standard kit includes an eight-inch touchscreen sat-nav, DAB, keyless go and cruise control.



Jaguar XE S

Price:	£44,865
Engine:	3.0-litre s'charged V6
Power/torque:	335bhp/450Nm
Transmission:	Eight-speed auto, rear-wheel drive
0-62mph:	5.1 seconds
Top speed:	155mph
Economy:	34.9mpg
CO₂:	194g/km

ON SALE Now

NEED TO KNOW

The supercharged V6 engine in the XE S is lifted straight from the entry-level Jaguar F-Type, and boasts 335bhp and 450Nm of torque



Verdict

THE XE S will sell in small numbers, but it's important nonetheless as the current range-topper. At £44,865, the basic XE S is a whopping £5,360 more than a BMW 340i M Sport – and that's without considering its inferior fuel economy. However, it's sharper to drive, arguably better looking and comes loaded with kit. We'd like a bit more aural drama from the supercharged V6 – but with a more hardcore XE on the way from Jaguar's Special Vehicle Operations division, it's a fine interim flagship.



Coming soon



INFINITI Q30 EARLY 2016

A rival for the BMW 1 Series, the Q30 will be built at Nissan's Sunderland plant. A jacked up QX30 is set to follow.

SUPERMINIS

Fiat 500	2016
Ford Ka	late 2015
Ford Fiesta	2017
Honda Jazz	summer
Renault Twingo GT	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Kia Optima facelift	late 2015
Jaguar XE Sportbrake	2016
MG5	2020
MINI Clubman	mid 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Renault Mégane	mid 2016
Skoda Superb Estate	September
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf CC	2016
VW Passat Alltrack	summer

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2015
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
McLaren 540 C	2016
Mercedes C 450 AMG Sport	2016
MG TF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2016
VW Golf GTI Clubsport	2016
VW Scirocco GTS	2016

SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	autumn
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
MG GS	2016
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

PEOPLE MOVERS

Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

Audi A8	2017
BMW 5-Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes E-Class	2016
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



Buying a new car?
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KEEPING YOUR CAR ON THE ROAD THIS SUMMER

The big summer getaway is approaching, and here's our guide to keeping moving on the road with the family – including having the right insurance



AE THE temperatures are rising, the days are at their longest, and the children are getting excited about the end of the school term... the holiday season is nearly upon us. And whether they're staying in the UK or heading abroad, most motorists packing the family and their luggage together for a break in the sunshine know what they need to do to keep their car on the road this summer.

Simple inspections of the oil, coolant and screenwash levels are essential checks, as are tyre pressure and tread depth checks. If you're planning to cover a long distance, and you're not a confident DIY mechanic, it's a good idea to book your car in for a full service. But while most drivers check the fluid levels under their bonnet, many leave home without checking if they have the right level of insurance. And that's where Tesco Bank Car Insurance comes in.

Tesco Bank's Car Insurance policies have been awarded a 5 star rating from Defaqto, with the independent research body praising their range of features and benefits. These include onward travel cover¹ to ensure policyholders aren't left stranded if they have an accident. Tesco Bank Car Insurance customers can claim back up to £150 towards travel expenses they incur reaching their destination, or getting home, after they've been involved in an accident or had their car stolen and made a valid claim.

Each policyholder gets this peace of mind as standard, plus a UK-based accident helpline, open 24 hours a day, seven days a week. Other great benefits include cover for incidents

involving uninsured drivers, and a replacement child seat after an accident, even if your existing seat looks fine.

If you're heading for the Channel Tunnel terminal or one of the ferry ports, you're probably already aware of the changes you need to make to your car to drive it legally on the Continent. This ranges from fitting simple headlight adapters and GB stickers to carrying extra equipment, such as a warning triangle, first-aid kit and reflective vests. The rules vary from country to country in Europe.

But one thing you might not have thought about is whether you're insured to drive abroad in the first place. There's no need to check if you're a Tesco Bank Car Insurance customer, as UK cover is extended to the EU for up to 90 days at no extra cost². So whether you're just popping across the Channel for a day trip or planning something more adventurous, taking in various countries, you're insured to drive in the EU, with no need to pay extra, for 90 days. If only everyone's summer holidays lasted that long...

YOUR HANDY HOLIDAY CHECKLIST

We've picked out some of the essential checks you need to make before the big family holiday getaway on the road this summer



FLUID CHECK

Inspecting the oil, plus coolant and screenwash, is the least you should do under the bonnet before a long summer journey. It's a good idea to get a service



TYRE CHECK

It's essential that you check your tyre pressures and tread depths before you leave, and keep watch on them if you're covering a long distance on holiday



FOREIGN TRAVEL

If you're heading abroad, ensure you have all the kit required for countries you're driving through – from warning triangles to spare headlight bulbs



INSURANCE

Ensure your policy provides peace of mind this summer, too. Tesco Bank Car Insurance has a range of features and benefits to do exactly that

TESCO Bank | Car Insurance

1. Restricted to Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.

2. Every policy includes 365 days minimum legal cover for the EU. In addition, we will extend UK cover to the EU for up to 90 days. Monetary levels, excesses and exclusions apply – for full details, please refer to the policy documents online.

Tesco Bank Car Insurance is arranged and administered by Tesco Bank and is underwritten by a select range of insurers.



Pictures: Pete Gibson Location: RAF Bentwaters, Suffolk

Winning formula?

We see how revised Peugeot 208 fares as it faces
key supermini rivals from Mazda and Hyundai

AE CUT-throat competition in the supermini class means that new car buyers have never had it so good. But with a slew of fresh models launched in the past 12 months, the established players in the market need to raise their game to hold on to sales in the face of some talented competition.

And that's exactly what Peugeot has done with the 208. It's a former Best Supermini winner at the Auto Express New Car Awards, thanks to its combination of upmarket appeal, a spacious interior and efficient engines. Now, the company's seen fit to give the range a shake-up with some styling tweaks, extra personalisation options and even more efficient engines.

Is it enough for the 208 to stay at the sharp end of the supermini pack? To find out, we've lined up two newcomers that will provide a stern test. The Mazda 2 delivers a tempting mix of efficiency, sharp handling and standard kit, while the Hyundai i20 also majors on running costs, but combines this with an upmarket cabin and a grown-up drive. We tested all three cars in practical and efficient five-door diesel guise to see which is the best all-rounder.



**60 LIVING WITH A...
FORD TRANSIT**
Award-winning Custom van departs our fleet and leaves lasting impression.



Peugeot 208 BlueHDi 100 Allure

Price: £17,045

Engine: 1.6-litre 4cyl, 99bhp

0-60mph: 10.6 seconds

Test economy: 57.8mpg/12.8mpl

CO₂: 87g/km **Annual road tax:** £0



Mazda2 1.5D Sport Nav

Price: £17,395

Engine: 1.5-litre 4cyl, 104bhp

0-60mph: 10.0 seconds

Test economy: 64.9mpg/14.4mpl

CO₂: 89g/km **Annual road tax:** £0



Hyundai i20 1.4 CRDi Premium SE

Price: £17,025

Engine: 1.4-litre 4cyl, 89bhp

0-60mph: 11.8 seconds

Test economy: 49.3mpg/11.0mpl

CO₂: 106g/km **Annual road tax:** £20

MODEL TESTED: Peugeot 208 BlueHDi 100 Allure

PRICE: £17,045 **ENGINE:** 1.6-litre 4cyl, 99bhp

AE THE 208 arrived in 2012, and promptly won the Best Supermini crown at our New Car Awards. But three years is a long time in this sector, and Peugeot has decided its baby needs an update.

The revised range features Access, Active, Allure and GT Line trims – the latter replacing Feline spec – while the GTi continues to top the range. This gets a 1.6 THP turbo, with the rest of the line-up featuring 1.0 and 1.2-litre petrols and a 1.6 BlueHDi diesel in three states of tune. Here we test an Allure model with the 99bhp diesel, which costs £17,045.

Styling 3.2/5

FACELIFTS don't normally mess around with a car's overall shape, and that's true of the updated 208. Its basic lines are unaltered, and its rounded look is quite distinctive when compared to the Mazda and Hyundai. Up front, there's a revised grille with a squarer, more jutting opening than before, while there are new alloys across the range.

Peugeot also offers a variety of personalisation options. One highlight of our car was its matt paint. The textured finish isn't a wrap; it's applied on the 208 production line in Poissy, France, just like Peugeot's standard colours. What's more, it comes in two shades and costs £645, the same as pearlescent white. The finish is rough to the touch, especially on the inside of the car, but it's resilient and should be easier to maintain than a standard gloss paint. However, the colour looks out of place with our car's chrome window trim and door handles – a black finish for these might be more appealing.

Another option on our test model was the £150 Lime Yellow personalisation pack, which adds a grille and mirrors with lime accents, plus lime Peugeot lettering front and rear. If that's not to your taste, a similar white kit is also offered, while £350 more gets colour packs for the cabin. These are slightly more effective, with subtle lime stitching on our car, but the stripes on the door grab handles look a bit tacky.

The cabin is well built, but the unchanged layout takes some getting used to due to the small steering wheel and high-set dials. The wheel needs to sit low so you can see the dials, yet the seat doesn't adjust far enough to compensate. You end up with the wheel in your lap, while the top of the rim can still obscure the central dash display. Whether you can live with this compromise on a daily basis is a personal decision. Add in a fiddly touchscreen, and the 208's cabin isn't as easy to get along with as those of the Mazda or Hyundai.

Ownership 3.3/5

PEUGEOT has made big strides forward in terms of reliability in recent years, and the company came 10th overall in our Driver Power 2015 manufacturer survey – only one place behind Mazda. That can be put down in part to models such as the 208, which finished 73rd in the customer satisfaction ratings. However, we were disappointed to find that the infotainment system kept rebooting during our time with our car.

The 208 earned a five-star Euro NCAP rating, although the test was conducted back in 2012 and both the Hyundai and Mazda faced a tougher test regime in 2015. There are six airbags, tyre-pressure monitors and emergency brake force distribution, while Active City Brake is now available as a £250 option on Allure models and above.



Peugeot 208

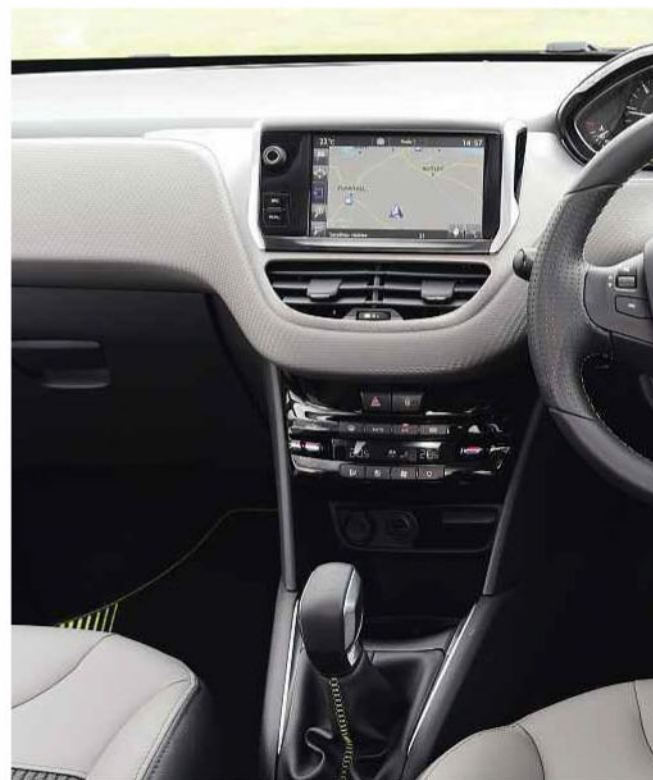
Running costs 4.4/5

THE 208 Allure 1.6 BlueHDi we tested costs £17,045, which is £350 less than the Mazda 2 1.5D Sport Nav – although you'll instantly cancel out the price advantage by adding the £400 optional satellite-navigation system. Other extras include climate control (£290), leather upholstery (£1,100) and a reversing camera (£200), while parking sensors and cruise control are standard.

We managed to achieve 57.8mpg during our test, which was better than for the Hyundai but nearly 30mpg down on Peugeot's claimed figures. Stop/start is included as standard, yet the system doesn't cut in as frequently as its rivals'.

Claimed emissions of 87g/km and the 208's price advantage make this the cheapest company car choice, although our experts predict 40 per cent depreciation, which would mean the 208 will be worth over £1,000 less than the Mazda after three years. What's more, Peugeot's three-year service package is the most expensive scheme on test.

"Rounded look is quite distinctive compared to the Mazda and Hyundai"



Testers' notes

"While the update is only minor, Peugeot has tweaked the 208 in all the right places. The front end looks tidier, and the personalisation options give it a premium edge, too. The efficiency boosts impress, although the UK's tax system means you reap few benefits over its rivals. But some niggles remain, such as the awkward driving position and troublesome infotainment system – our test car's switched itself off three times."



James Disdale Road test editor

Peugeot 208 vs rivals

Road tests



Driving 3.1/5

THE 1.6 BlueHDi diesel makes more noise than its rivals, with a coarse engine note at all revs. Its 99bhp output is 5bhp below the Mazda's, but 10bhp up on the Hyundai's. It has more torque than the other cars, at 254Nm, and performance was respectable. We did 0-60mph in 10.6 seconds; that's six-tenths behind the Mazda, yet a tenth quicker than Peugeot's claimed 0-62mph time. In-gear acceleration trailed due to the five-speed box's tall ratios, while the shift felt vague, with a long throw and notchy action.

The rest of the experience is pretty much as it was, with surprisingly firm suspension and quick steering. At moderate speeds the 208 feels a bit vague, but push harder and it reveals strong grip and composure. On motorways it tends to fidget, though, while noise isn't as well isolated as in its rivals here.



BlueHDi

ULTRA-efficient BlueHDi model emits just 87g/km of CO₂, making it the cheapest company car choice here. Peugeot is refined on the move, while the handling is sharp

Gearbox

LONG throw of five-speed manual box meant that the 208 didn't perform brilliantly through gears in our acceleration tests



CO₂/tax
87g/km
£0 or 16%



Practicality
Boot (seats up/down)
285/1,076 litres



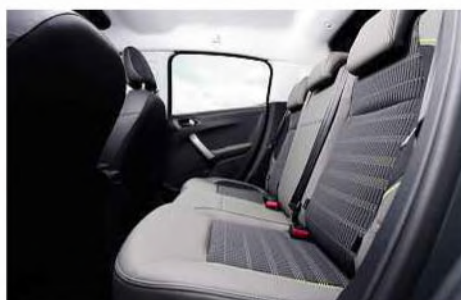
Performance
0-60/30-70mph
10.6/10.9 seconds



Braking
70-0/60-0/30-0mph
50.1/36.3/9.8m



Running costs
57.8mpg (on test)
£60 fill-up



Practicality 3.9/5

THE 208 is reasonably practical, with a 285-litre boot that increases to 1,076 litres with the back seats folded. However, the load lip is higher than on either rival, and the tailgate opening is on the small side, too, making the luggage area a bit trickier to access.

Rear seat space is good, with more room than you'll find in the Mazda, while general cabin storage is reasonable. The central armrest can tend to get in the way of your elbow when driving, but it flips up out of position and also contains extra stowage inside. There's a decent storage cubby ahead of the gearlever, and the doorbins are better than the Mazda's. As before, though, the glovebox is half the size of its rivals', thanks to the position of the fuses behind it.

Steering wheel

SMALL wheel can obstruct view of dials, but cabin is well built. Rear seats are roomy, while 1,076-litre maximum boot capacity is useful

Testers' notes

"We've had Peugeots with glitchy infotainment systems before, and our test car showed similar symptoms. On my hour-and-a-quarter drive to the test venue, the sat-nav rebooted a frustrating 13 times."



Dean Gibson Dep. road test editor

MODEL TESTED: Mazda 2 1.5D Sport Nav

PRICE: £17,395 **ENGINE:** 1.5-litre 4cyl, 104bhp

AE WE'VE already been impressed by the all-new Mazda 2, which in petrol guise finished a close second to the Volkswagen Polo (Issue 1,316) on its road test debut. So can the frugal 1.5-litre diesel go one better? To find out, we test the sleek supermini in flagship £17,395 Sport Nav guise.

Styling 3.9/5

THE latest 2 is another Mazda to benefit from the brand's sharp Kodo design language. The familiar grille treatment that features the company's chrome-finished 'wing design' insert was first seen on the facelifted 6 saloon, while the bold creases and curves along the flanks, the swooping roofline and the steeply rising waist are shared with the 3 hatchback. It looks a bit bulbous and heavy-handed at the rear, but overall the 2 is a smart and distinctive small car.

All models get body-coloured mirror housings and a subtle tailgate spoiler, while our Sport Nav test model is identified by its 16-inch alloy wheels, privacy glass and colour-coded grille insert. However, the LED headlamps and running lights are available only on the 113bhp petrol version.

The eye-catching design continues inside, where Mazda has attempted to push the 2 upmarket. For instance, the neatly styled dashboard boasts a trio of eyeball air vents (the fourth is cleverly integrated into the fascia below the infotainment touchscreen) that feature controls with an Audi-style, metal-effect knurled finish. The dash gets a smart-looking, stitched, leather-effect insert, too. Soft hide covers the steering wheel and gearlever, while the switchgear feels sturdy in its operation. Another highlight is the large speedometer flanked by digital readouts for the rev counter and trip computer.

Overall, the cabin looks smart and is robustly constructed, and it has the edge over the Peugeot and Hyundai when it comes to premium appeal. That's not to say it's perfect, though; there are some hard plastics, plus the rear doors shut with a tinny clang.

On the plus side, there's plenty of standard equipment, including satellite navigation, cruise control, keyless entry and DAB radio. Strangely, however, you can get leather trim and heated seats only as an option on petrol Sport models.

Driving 4.2/5

THANKS to SkyActiv technology, the 2 now tips the scales at 1,040kg. That's 50kg less than the Peugeot and a staggering 240kg lighter than the Hyundai. In combination with its best-on-test 104bhp output, this allowed the Mazda to set the pace in the benchmark 0-60mph sprint, where it was six-tenths-of-a-second faster than its nearest rival.

The tables were turned during our in-gear assessments, though, where the 2 was hobbled by its tall gear ratios and relatively low 220Nm torque output. The Mazda narrowly edged ahead of the Peugeot 208, but it couldn't keep pace with the more muscular Hyundai i20. For instance, it completed the sixth-gear 50-70mph sprint in a leisurely 16.6 seconds, which was 5.6 seconds slower than the Hyundai. On the plus side, at 70mph the 2's engine is turning over at a lazy 1,700rpm.

In the real world, you have to work the Mazda's four-cylinder engine hard to keep up with its rivals here. That's no difficulty, however, because it revs with an almost petrol-like eagerness and emits a sporty growl when extended. Better still, the

Testers' notes

"On the whole, diesel superminis don't make as much financial sense as their petrol counterparts because they often don't rack up huge mileages. However, with its smooth and eager engine, excellent refinement and punchy performance, the Mazda 2 1.5D is probably the pick of the bunch. And while the Sport Nav model is pricey, you can get the same engine and six-speed gearbox in well equipped £15,995 SE-L guise."



James Disdale Road test editor

standard six-speed transmission benefits from a precise and slick shift action that takes its cues from the latest MX-5 roadster.

The steering isn't as quick as the Peugeot's, but it's precise and more naturally weighted, helping the Mazda dart through corners with impressive agility. There's also plenty of grip, even on our test car's narrow 185-section tyres, and while it suffers a fair amount of body roll, the excellent damping keeps everything under control.

Happily, these engaging driving dynamics don't come at the expense of refinement. Unlike its predecessor, the latest 2 is impressively quiet and composed on the motorway, producing little wind or road noise, while the 1.5-litre diesel is far quieter than the rattly and gruff unit in the 208.

Ownership 4.0/5

MAZDA has forged a strong reputation for building durable cars, and that's backed up by the manufacturer's excellent ninth-place finish in our Driver Power 2015 owner satisfaction survey. In addition, while the 2 is a new model, many of its mechanical and electrical components have been proven in other cars in Mazda's line-up. The marque's garages finished a less impressive 14th in our most recent dealer survey, behind Hyundai's network.

Despite being a new design, the 2 was awarded a four-star Euro NCAP crash test score. The testers marked it down for not having autonomous emergency braking as standard – although this is included on the flagship Sport. All models get six airbags, while the SE-L and above add lane departure warning and a speed limiter function. Blind spot monitoring, cross traffic alert and a head-up display are part of the £400 Safety Pack, but this is available only on the range-topping 113bhp Sport Nav.

Running costs 4.3/5

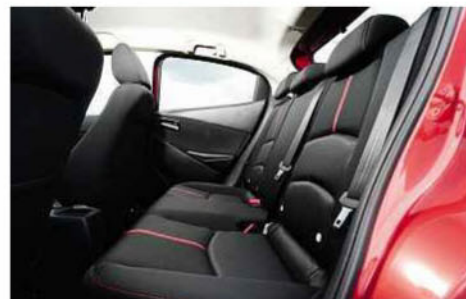
THE Mazda is the most expensive car on test, yet it comes crammed with equipment that costs extra on the Peugeot. Better still, the 2 has by far the strongest residuals of our trio, with our experts predicting that it'll retain 46.1 per cent of its value after three years.

Also, although the 2 emits fractionally more CO₂ than the 208, there's virtually no difference in Benefit in Kind costs for business users, while private buyers won't pay a penny for road fund licence. The Mazda's money-saving display is backed up by excellent fuel consumption – it returned an impressive 64.9mpg in our hands.



"The Mazda darts through corners with impressive agility"

Mazda 2



Space

MAZDA'S boot is the smallest here, at 280 litres with the back seats up and 950 litres with them folded. Rear serves up decent leg and headroom



SkyActive

WEIGHT-saving SkyActive tech sees the 2 tip the scales at 1,040kg. That combines with its 104bhp output to allow the car to sprint from 0-60mph in 10 seconds flat

Speedo

LARGE speedometer in the centre of the instrument cluster is a nice touch, with the rev counter and trip computer on either side



CO₂/tax
89g/km
£0 or 16%



Practicality
Boot (seats up/down)
280/950 litres



Performance
0-60/30-70mph
10.0/9.8 seconds



Braking
70-0/60-0/30-0mph
52.6/37.8/10.1m



Running costs
64.9mpg (on test)
£53 fill-up



Cabin

MAZDA'S interior has plenty of upmarket appeal, yet there are some hard plastics present. Touchscreen dominates the dash

Practicality 3.9/5

THE previous-generation 2 was great to drive, but it had a cramped cabin. Happily, the latest car's a more practical proposition. Rear legroom matches the 208's, and is only just behind the spacious Hyundai's, while only tall occupants will find the sloping roof eats into headroom. However, the small side windows and our test car's dark trim create a slightly claustrophobic feel.

The boot has a high load lip and narrow opening, plus its 280-litre capacity is the smallest here, if only by a scant five litres. With the split-fold rear bench lowered, the space increases to 950 litres. One area where the 2 struggles is storage. The glovebox is decent, but the door pockets are small and the centre console houses only cup-holders and a trinket tray.

Testers' notes

"The six-speed box has a slick shift, but the ratios are a bit tall; at 70mph the engine is turning over at only 1,700rpm. That's great for efficiency, but on motorways you often need to change down to fifth to accelerate."



Dean Gibson Dep. road test ed.

MODEL TESTED: Hyundai i20 1.4 CRDi Premium SE

PRICE: £17,025 **ENGINE:** 1.4-litre 4cyl, 89bhp

AE THE latest Hyundai i20 matches the best in the supermini class for quality, practicality and value, plus in diesel guise it has already claimed a big victory over the Volkswagen Polo (Issue 1,353).

Smart styling, an upmarket interior and plenty of kit give the car a lot of showroom appeal, and we test it here in desirable £17,025 Premium SE trim – although the car in our pictures is an SE.

Styling 3.5/5

COMPARED with its staid predecessor, the i20 packs plenty of kerb appeal. By taking its cues from the i10 supermini and i30 family hatch, the newcomer looks far more grown-up and sophisticated than before. Highlights include the distinctive six-sided grille, swept-back headlamps and gloss black trim panels covering the C-pillars. Our SE Premium was given extra visual presence courtesy of its LED running lights, 16-inch alloys and rear privacy glass. It's not as sharply styled as the Mazda and Peugeot, but the i20 is a handsome and well proportioned machine.

It's a similar story inside, where the Hyundai feels every bit as upmarket as its rivals. There aren't as many design flourishes as in the 208 and 2, but the dashboard is neatly designed and well laid out. You get a large speedometer and rev counter, plus the major switchgear is logically sited – although some of the minor switches are hidden away on a panel down by the driver's right knee.

As we've come to expect from Hyundai, the car has faultless fit and finish, while premium-quality materials are used, too. The top of the dashboard is trimmed in soft-touch plastic, the chunky three-spoke steering wheel gets a soft leather covering and the seats are upholstered in durable fabrics. Elsewhere, the bright, contrasting panels for the dash and door inserts give the cabin a lift.

There's plenty of standard kit, too. Our SE Premium comes with all the essentials, including climate control, Bluetooth phone connection and a multifunction steering wheel. There are also big-car additions such as lane departure warning, cruise control and a panoramic glass sunroof. However, a DAB radio is only available as a dealer-fit option or as part of the £675 sat-nav upgrade. In addition, the optional dashtop smartphone dock looks and feels a little cheap, especially when compared to the Mazda's classy tablet-inspired touchscreen.

Driving 3.8/5

THE Hyundai's mature feel extends to the driving experience. For starters, the 1.4-litre diesel delivers decent refinement, especially when compared to the clattery VW engine. And with a muscular 240Nm torque output and standard six-speed gearbox, the i20 put on a confident display at the track. Its 89bhp meant it struggled to match its rivals in the 0-60mph sprint, but it hit its stride during our in-gear assessments, where it completed the sixth-ratio 50-70mph test 5.6 seconds faster than the Mazda.

Out on the road, though, the i20 doesn't seem as fast as these figures suggest. The combination of a smooth power delivery, decent sound insulation and low-revving engine means it feels less sprightly than the eager Mazda. And while the six-speed manual is slicker than the Peugeot's vague set-up, it can't match the precise, mechanical action of the 2's box.

With its wide track and long wheelbase, the Hyundai feels safe and predictable through a series

Testers' notes

"It's not as fun to drive as the Mazda or Peugeot, but the Hyundai's grown-up approach makes it easy to live with on a daily basis. The light controls, decent visibility and standard parking sensors ensure it's a doddle around town, while on the motorway it feels as composed and refined as cars from the class above. Factor in the five-year warranty and solid quality, and it's a machine that makes plenty of sense as a long-term proposition."



Dean Gibson Dep. road test editor

of corners. The electrically assisted steering isn't as naturally weighted as the Mazda's or as fast as the Peugeot's, but it's reasonably precise and allows you to place the car confidently. There's also plenty of grip, and body roll is well contained. Yet, as with the other cars here, the i20 suffers from a surprisingly firm low-speed ride, which is a bit of a disappointment given how much time these models will spend ducking and diving through towns and cities.

On the plus side, the ride softens the faster you travel. In combination with the low noise levels and tall-striding sixth gear, this helps make the i20 a relaxing cruiser on the motorway.

Ownership 3.6/5

IN recent years, Hyundai has gained a reputation for building durable cars. Even so, it suffered a disappointing showing in our Driver Power 2015 satisfaction survey, placing 21st out of 32 brands. That said, its i10 city car finished a brilliant third overall in the same poll, and it shares many of its mechanical components and systems with the i20, which should mean trouble-free motoring. Of course, if anything does go wrong, you've also got the peace of mind that comes with Hyundai's unlimited-mileage, five-year warranty and breakdown aftersales package.

Euro NCAP has recently tested the i20 and awarded it a four-star rating. As with the Mazda it lost out on a fifth star due to the lack of any autonomous emergency braking systems – although, unlike the 2, you can't even specify this gear as an option. Still, look past this and you'll discover the i20 comes loaded with standard safety kit, including six airbags, stability control and lane departure warning.

Running costs 3.8/5

THE i20's yet another Hyundai that represents decent value for money, undercutting both its rivals here on price – although by only £20 in the case of the 208. It's also well equipped with plenty of desirable features you'll pay extra for on the Peugeot. The sole notable omissions are satellite navigation and a DAB radio.

The curious omission of stop/start meant the i20 returned a slightly disappointing 49.3mpg. It also plays its part in the car's high CO₂ emissions of 106g/km. Not only does this result in steeper Benefit in Kind bills for business users, it means private buyers face a £20 VED charge. The i20's predicted residuals of 39.7 per cent are nothing to write home about, either. Yet it's not all bad news, because the brand has a decent-value £449 three-year servicing package.



Hyundai i20



Practicality 4.0/5

THE i20 looks the biggest car here, but in fact it's fractionally smaller than the Mazda. Even so, it's still a practical choice, with decent rear head and legroom. The Hyundai also has the largest boot, at 301 litres. This can be extended to 1,017 litres when the 60:40 split rear seat is folded – although the load area isn't completely flat.

There's less to separate our contenders up front, as all have plenty of space for driver and passenger, but the i20 is packed with useful storage, including large door bins, various cup-holders and a deep, air-conditioned glovebox. A deep cubby ahead of the gearlever contains a pair of USB connectors and two 12V sockets.

**CO₂/tax**106g/km
£20 or 19%**Practicality**Boot (seats up/down)
301/1,017 litres**Performance**0-60/30-70mph
11.8/12.6 seconds**Braking**70-0/60-0/30-0mph
54.0/39.9/9.3m**Running costs**49.3mpg (on test)
£60 fill-up

HEAD TO HEAD

Lighting

THE 208 and i20 feature LED daytime running lights, but the 2 makes do with halogen bulbs. That's a shame, because other Mazda models feature sharp-looking LEDs. However, this is about the only piece of kit that's lacking on the 2, because the Sport Nav has a long list of standard equipment that justifies its higher price.



Personalisation

ASIDE from metallic paint, the Mazda and Hyundai don't really go for tailored options. The Peugeot, however, offers Menthol White and Lime Yellow packs. These add coloured trim to the interior (for £350) and exterior (for £150); the latter includes door mirror inserts (below).



Emissions

WITH CO₂ figures of 87g/km and 89g/km respectively, the 208 and 2 are closely matched for tax costs. The Hyundai trails, at 106g/km. The less powerful i20 1.1 CRDi BlueDrive model emits 84g/km, but the 208 BlueHDi 75 claims 79g/km.

20

Handling

ELECTRONICALLY assisted steering is precise in corners, with well contained body roll and plenty of grip. Low-speed ride is firm, though



Interior

HYUNDAI'S spacious inside thanks to clever packaging. Roomy cabin is full of top-quality materials – such as leather-trimmed gearlever – while rear can seat three adults in comfort. Plus, the 301-litre boot is biggest here



Testers' notes

"While the i20 is smartly styled and well finished, it lacks the best superminis' flair, particularly inside. Its dash and controls already look dated compared to the Mazda's slick layout and the Peugeot's bold design."



Sean Carson Senior road tester

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Figures

**Mazda 2
1.5D Sport Nav**

**Hyundai i20 1.4
CRDi Premium SE**

**Peugeot 208
BlueHdi 100 Allure**


On the road price/total as tested	£17,395/£18,045	SERVICE PACK MAZDA'S pre-paid maintenance pack costs £50 more than Hyundai's similar three-year deal, but longer service intervals mean you can cover more miles between checks.	£17,025/£17,025		£17,045/£19,220	
Residual value (after 3yrs/36,000)	£8,019/46.1%		£6,759/39.7%		£6,903/40.5%	
Depreciation	£9,376		£10,266		£10,142	
Annual tax liability std/higher rate	£555/£1,110		£645/£1,290		£544/£1,087	
Annual fuel cost (12k/20k miles)	£1,012/£1,687		£1,333/£2,221		£1,137/£1,894	
Ins. group/quote/road tax band/cost	16/£336/A/£0		10/£304/B/£20		20/£360/A/£0	SERVICING MONTHLY service plan for the 208 works out at £612 over three years – that's over £160 more than Hyundai's deal.
Servicing costs	£499 (3yrs/37,500)		£449 (3yrs/30,000)	DIMENSIONS THE i20 isn't the biggest car here, but clever packaging inside frees up the most boot space of the models tested.	£17p/m (3yrs/30,000)	
Length/wheelbase	4,060/2,570mm		4,035/2,570mm		3,973/2,538mm	
Height/width	1,495/1,695mm		1,474/1,734mm		1,460/1,739mm	
Engine	4cyl in-line/1,499cc		4cyl in-line/1,396cc		4cyl in-line/1,560cc	
Peak power/revs	104/4,400 bhp/rpm	BOOT SPACE ALTHOUGH the 2 is similar in size to the i20, it trails when it comes to boot space, with the smallest load capacities here whether the seats are up or down.	89/4,000 bhp/rpm		99/3,750 bhp/rpm	
Peak torque/revs	220/1,400 Nm/rpm		240/1,500 Nm/rpm		254/1,750 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd		5-spd man/fwd	
Fuel tank capacity/spare wheel	44 litres/foam		50 litres/foam		50 litres/space saver	
Boot capacity	280/950 litres		301/1,017 litres	WARRANTY HYUNDAI'S five-year manufacturer warranty is backed up by breakdown assistance cover for the same length of time.	285/1,076 litres	DRIVER POWER PEUGEOT was right behind Mazda in the manufacturer chart of our Driver Power 2015 poll, and its network was ahead of both rivals here in our most recent dealer survey as well.
Kerbweight/payload/towing weight	1,040/485/900kg		1,280/410/1,100kg		1,090/590/1,150kg	
Turning circle/drag coefficient	9.4 metres/N/A		10.2 metres/N/A		10.4 metres/N/A	
Basic warranty/recovery	3yrs (60,000)/3yrs		5yrs (unltd)/5yrs		3yrs (60,000)/1yr	
Service intervals/UK dealers	12,500 miles (1yr)/170		10,000 miles (1yr)/162		12,500 miles (1yr)/300	
Driver Power manufacturer/dealer pos.	9th/14th*		21st/13th*		10th/9th*	
Euro NCAP: Adult/child/ped./stars	86/78/84/4 (2015)	PERFORMANCE AT the test track, the Mazda was the quickest car of our trio. It felt more responsive than either of its rivals as well.	85/73/79/5 (2015)		88/78/61/5 (2012)	
0-60/30-70mph	10.0/9.8 secs		11.8/12.6 secs		10.6/10.9 secs	
30-50mph in 3rd/4th	4.8/7.4 secs		4.3/5.9 secs		4.9/9.5 secs	
50-70mph in 5th/6th	12.0/16.6 secs		8.7/11.0 secs		12.7 secs/N/A	
Top speed/rpm at 70mph	111mph/1,700rpm		109mph/2,000rpm		116mph/1,800rpm	
Braking 70-0/60-0/30-0mph	52.6/37.8/10.1m		54.0/39.9/9.3m		50.1/36.3/9.8m	
Noise outside/idle/30/70mph	43/62/61/66dB		63/44/59/67dB		67/46/58/67dB	
Auto Express econ (mpg/impl)/range	64.9/14.4/628 miles		49.3/11.0/542 miles		57.8/12.8/636 miles	
Govt urban/extra-urban/combined	74.3/88.3/83.1mpg	GENEROUS KIT SPORT Nav cars get lots of extras, while the sole option is the choice of paint colour, which costs £650 if you want Soul Red instead of a regular metallic.	57.6/80.7/68.9mpg	EMISSIONS IN isolation, the i20's 106g/km CO ₂ figure is respectable, but it's nearly 20g/km more than the Peugeot's, and results in higher tax costs.	74.3/88.3/83.1mpg	OPTIONS HEATED seats are part of the leather upgrade, while matt paint carries a £150 premium over standard metallic finishes.
Govt urban/extra-urban/combined	16.3/19.4/18.3mpl		12.7/17.8/15.2mpl		16.3/19.4/18.3mpl	
Actual/claimed CO ₂ /tax bracket	117/89g/km/16%		154/ 106g/km /19%		131/87g/km/16%	
Airbags/Isofix/parking sensors/camera	Six/yes/yes/no		Six/yes/yes/no		Six/yes/yes/ £200	
Automatic box/stability/cruise control	No/yes/yes		No/yes/yes		No/yes/yes	
Climate control/leather/heated seats	Yes/no/no		Yes/no/yes		£290 /£1,100/ £1,100	
Metallic paint/xenon lights/keyless go	£530 /no/yes		£515/no/no		£495/no/no	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		£675/yes/£675^/yes		£400 /yes/yes/yes	

Results

MAZDA

WE came away from this test with a clear winner in the shape of the Mazda 2. It's well ahead of both rivals here with its combination of low running costs, generous kit and involving handling. There isn't as much boot space as you'll find in the Hyundai and there's less cabin storage, but you'll happily overlook these points whenever you get behind the wheel.



1st

HYUNDAI

THE i20 isn't the most efficient car here, and it's not particularly quick, either, but its grown-up driving dynamics, combined with its refined and spacious interior, more than make up for its higher running costs. The logical cabin layout and big boot are plus points, too, while the five-year warranty brings peace of mind for a no-nonsense supermini that will be good to own.



2nd

PEUGEOT

THIS minor update is only enough to prevent the 208 from falling further behind the class leaders. Running costs are low, and the personalisation options appeal, but the rough diesel, spongy gearbox and below-par refinement all count against it. Add a driving position that's hard to get used to and an infotainment system that's tricky to use, and the 208 finishes third here.



3rd

*Manufacturer rankings from Driver Power 2014; dealers from 2014. ^As part of sat-nav upgrade. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options in this category...

Ford Fiesta 1.5 TDCi EConetic Zetec
PRICE: £16,295 ENGINE: 1.5-litre 4cyl, 94bhp

WHILE the Mazda 2 is fun to drive, Ford's Fiesta is equally entertaining. The EConetic isn't the fastest supermini on the block, but the handling is sharp, plus 82g/km emissions mean lower tax costs than for the Peugeot.



Toyota Yaris Hybrid 1.5 Active
PRICE: £15,295 ENGINE: 1.5-litre 4cyl, 100bhp

IF costs are your main concern, the 75g/km petrol-electric Yaris Hybrid avoids the three per cent levy imposed on diesels. Its nine per cent rating and lower list price mean Benefit in Kind costs are halved. Just don't expect a thrilling drive.



Diamonds in the rough



Kia Sorento CRDi KX-3

Price: £35,845 **Engine:** 2.2-litre 4cyl, 197bhp **0-60mph:** 9.0 seconds

Test economy: 46.5mpg/10.2mpl **CO₂:** 161g/km **Annual road tax:** £180



Land Rover Discovery Sport SD4 SE Tech

Price: £35,700 **Engine:** 2.2-litre 4cyl, 187bhp **0-60mph:** 9.0 seconds

Test economy: 35.0mpg/7.7mpl **CO₂:** 166g/km **Annual road tax:** £205

Kia's new seven-seat Sorento aims to mix off-road ability with the premium feel of cars like the Land Rover Discovery Sport. Does it deliver?

AE THE best SUVs on the market need to be fantastic all-rounders to make an impact in such a highly competitive class. They have to deliver the versatility of an MPV and be as comfortable as an executive car while still having decent off-road ability. And the latest arrival in the sector is the all-new Kia Sorento.

This third-generation model, as you'd expect, is bigger than ever, and it comes with seven seats as standard. In typical Kia fashion, the Sorento features plenty of kit; but with prices ranging from £29,000 to £41,000, this is one Kia that's closing in on premium brand territory. The question is, can it compete in

this rarefied atmosphere? To find out, we've lined the Sorento up against a car that will test its credentials to the max: the Land Rover Discovery Sport.

The Disco also has seven seats and an upmarket interior, plus it carries a similar price tag. But unlike the Kia, it's classed as a compact SUV – indeed, it was crowned best in the category at our New Car Awards 2015.

Can the Sorento's larger dimensions give it the edge in this contest? Or is the Discovery Sport enough of a class act to make up for its lack of stature? We tested both models in town, on the motorway and even off-road to see how they measured up. →

Pictures: Pete Gibson Location: Longcross Proving Ground, Chobham, Surrey



MODEL TESTED: Kia Sorento 2.2 CRDi KX-3

PRICE: £35,845 **ENGINE:** 2.2-litre 4cyl, 197bhp

AE THE Kia Sorento is the brand's largest car and, as a result, is something of a flagship model. This third-generation version brings new levels of luxury to the line-up, but the price has also gone up a notch. The range starts from £28,975 for the entry-level KX-1, and rises to £41,000 for the top-spec KX-4 auto. All cars get permanent four-wheel drive and seven seats, while an auto gearbox is available for £1,755 on higher-spec models. Here, we test the KX-3 manual, which costs £35,845.

Styling 3.7/5

WHEN designing an SUV, it's hard to make it look like anything other than a box on wheels. And although the Sorento sticks closely to this template, the detailing has enough visual appeal to help it stand out. The overall shape is an evolution of the previous car's, but it's longer and wider than before and there's a slight American flavour about its design.

Up front, the vast grille features Kia's signature tiger nose chrome surround, and it's flanked by a pair of small headlamps with LED daytime running lights. KX-3 models get xenons with cornering foglamps (you have to upgrade to KX-4 spec for fully adaptive xenons), while the front bumper is finished off with a thin, silver front skid plate.

Further back, the mass of bodywork and small windows combine to make the Sorento look rather slab sided, and AWD lettering on the door sills hints at its off-road ability. There are silver roof rails and chrome trim on those sills, while at the rear you get LED tail-lights and a roof spoiler. Overall, the Kia doesn't really hide its larger dimensions and it looks quite imposing on the road when compared to the smaller Land Rover Discovery Sport.

Climb aboard, and it's clear that Kia has gone for a classy look. The standard multifunction touchscreen is housed in a silver-trimmed binnacle, while the dials feature a large central speedo with a full colour TFT trip computer set within. There's piano-black trim around the gearlever, yet there's still lots of black plastic. At least the cabin is well built, plus everything works with precision and is logically laid out. But the Land Rover feels like a higher-quality product, with a classier design and better materials.

The Sorento scores well for standard kit, though. You get four heated leather seats, a heated steering wheel and panoramic glass – all of which are costly options on the Discovery Sport – although if you want more advanced kit, you have to move up to the top-spec KX-4, as metallic paint is the only option.

Driving 3.7/5

THE Kia uses a development of the 2.2 CRDi diesel from the previous-generation model, and while it's more efficient than before, it's quite loud. At idle, there's more engine noise than you'll find in the Land Rover and it's not as smooth on the move, either. It's not exactly harsh, as refinement on the motorway is reasonable, but the Disco is quieter still.

With 197bhp, the 2.2 CRDi has 10bhp more than the Discovery's SD4 diesel, yet the Sorento's 422Nm torque figure is only just ahead of its rival's 420Nm. Plus, the cars were evenly matched at the test track. Kia claims its SUV can sprint from 0-60mph in nine seconds, and we achieved that exact time in our car, although in-gear acceleration from 30-70mph was marginally slower than in the Discovery Sport. The six-speed manual we tested does have a bit of a vague

Testers' notes

"The Kia Sorento is very much an old-school SUV. From its large dimensions and boxy looks to its torquey diesel engine, it fits the bill as a family 4x4 that can take the punishment of daily life. But while Kia has made a concerted effort to move the car upmarket, it doesn't quite have the premium feel of other models in this price range. Still, plenty of buyers will be drawn in by its long kit list and spacious, seven-seat layout."



James Disdale Road test editor

shift, while the soft suspension means there's plenty of weight transfer from front to back as you accelerate.

It's the same story in corners, as the Kia suffers from more body roll than the Land Rover. The steering is also rather vague, and while it features Kia's Flex Steer system, which adjusts the weight of the wheel, the differences are marginal and don't really help to boost driving involvement.

The Sorento is a relaxed and refined cruiser, however. That soft suspension absorbs most bumps, although big potholes can send shudders through the cabin. The interior is generally pretty quiet, yet there's more wind noise than in the Discovery Sport. In town, the standard parking sensors, reversing camera and light steering help with parking, but if you want park assist or 360-degree surround-view cameras, you have to upgrade to the KX-4 model.

Ownership 4.0/5

ONE big advantage of Kia ownership is the brand's seven-year/100,000-mile warranty, which is standard across the range. Plus, its garages finished 10th in our most recent Driver Power dealer survey – well ahead of Land Rover's, in 28th. As the Sorento is a new car, it's too early to say how reliable it'll be, but it shares a lot of its running gear and electronics with tried and tested Kia models, while that seven-year warranty gives peace of mind if anything does go wrong.

Euro NCAP awarded the Sorento a five-star safety rating earlier this year, just like the Land Rover, but it had slightly lower overall percentage scores. Still, it has six airbags and trailer stability assist, while KX-3 models get lane departure warning and speed limit detection. KX-4 trim adds blind spot monitoring.

Running costs 3.0/5

AT £35,845, our KX-3 is £145 more than the Discovery Sport SE Tech, but you do get a bit more standard kit. The Kia includes panoramic glass, full leather and a reversing camera – options that would add another £2,000 to the Land Rover's list price.

We managed 46.5mpg on test, which was well ahead of its rival, although the Disco's auto gearbox will have had an effect on economy. Add in a larger fuel tank, and in theory you could travel over 700 miles in the Sorento before needing to fill up.

Company tax costs are closely matched, but the Sorento is slightly cheaper for private buyers due to £180 road tax. Residuals of 49 per cent are among the best for the Kia range, but they can't match the Land Rover's 56 per cent – so the Sorento will be worth around £2,500 less than the Disco after three years.



Kia Sorento



Materials

KIA has tried to make the cabin upmarket, but there's still lots of black plastic present



Boot space

SORENTO'S maximum capacity of 1,662 litres is 36 litres down on the Disco's, but with the middle seats raised, it gets 119 litres more room, at 605 litres. Steering is vague, but Kia's a refined cruiser



O



CO₂/tax
161g/km
£180 or 30%



Practicality
Boot (7/5/2 seats)
142/605/1,662 litres



Performance
0-60/30-70mph
9.0/9.5 seconds



Braking
70-0/60-0/30-0mph
48.4/34.8/8.9m



Running costs
46.5mpg (on test)
£85 fill-up



Interior

KX-3 models and above get a 10-speaker Infinity sound system as standard. Rear seats are comfortable, with lots of head and legroom

Practicality 4.5/5

THE Sorento is longer than the Discovery Sport and, as a result, the rearmost row of seats is more spacious. They're simple to unfold thanks to the fabric straps on the seatbacks, and they stow away easily. When not in use, there's 605 litres of boot space, compared to the 486 litres we measured in the Land Rover.

Plus, there's more room with the rearmost seats in use, while the car's maximum capacity of 1,662 litres is just shy of the Disco's. There's also handy space under the floor to store the load cover. Those in the Kia's rear get more head and legroom, while the standard panoramic glass compensates for the amount of black plastic in use. Cabin storage is good, plus there are 12V sockets in the front and rear.

Testers' notes

"Lane departure warning can be a useful safety feature, but the Sorento's system is slow to react. There's an audible beep and an icon flashes on the dash, but you've felt the cats' eyes by the time they activate."



Dean Gibson Dep. road test editor

MODEL TESTED: Land Rover Discovery Sport 2.2 SD4 SE Tech
PRICE: £35,700 **ENGINE:** 2.2-litre 4cyl, 187bhp

AE THE Land Rover Discovery Sport is the upmarket replacement for the Freelander. It combines smoother looks with a more versatile interior, while permanent four-wheel drive means it's always ready for off-road action. Although it's smaller than the Sorento and classed as a compact SUV, the prices are slightly higher, ranging from £30,695 to £43,000 for the flagship HSE Lux. Like the Kia, the entire line-up is diesel-powered and four-wheel drive, and we test the mid-spec SE Tech with a nine-speed auto, which costs £35,700.

Styling 4.0/5

IT'S clear from the outset that the Discovery Sport is a Land Rover product. It has all of the brand's design language, from the raised bonnet edges to the floating roof, while the car's bold curves are inspired by its stablemates.

The rounded nose is pure Evoque and the clamshell bonnet is a traditional family touch. The headlamps feature crosshair-style LED daytime running lights and the tail-lamps get a similar treatment, plus the black wheelarch trim is another Evoque design cue. There's a mix of body-coloured and black window pillars in a nod to the Freelander it replaced, while the roof subtly curves back to a high-set rear end.

As in the Evoque, you can personalise the Discovery Sport with a contrast roof (£500) and different wheel designs, although keep it simple like the car in our pictures, and it looks quite restrained when compared to the chrome-trimmed Sorento.

Inside, the Land Rover family theme continues. The climate controls, dash and switchgear are all taken from the Evoque, but that's no bad thing, as it feels like a premium product – albeit one with a robust edge. Go for the auto model, and you get a rotary gear selector that rises from the centre console; unfortunately, the driver's footwell is awkwardly shaped, so you might struggle to find a comfortable position for your left foot.

Land Rover's infotainment system is the real highlight inside. The new eight-inch, high-resolution screen has a user-friendly interface, with clear labels, a responsive touchscreen and useful shortcut buttons. There's full 3D mapping, too, while the simple address entry makes the standard sat-nav a breeze to use.

Driving 4.1/5

POWER for the Discovery Sport tested here comes from the 187bhp 2.2 SD4 diesel used in the Freelander, and while it's rattly, especially when cold, there's lots of noise insulation to help keep the cabin quiet. Plus, if you order the Land Rover now, it will come with the new 2.0 Ingenium diesel (see Page 59).

On the road, the Discovery Sport doesn't feel as big and unwieldy as the Sorento, although the thick rear pillars mean the standard rear parking sensors are essential when reversing. At least the light steering makes it easy to manoeuvre.

At low speeds, the Land Rover is quiet and smooth, yet rough surfaces result in a slightly fidgety ride. Still, it's better than the Kia in this regard, and things improve the faster you go. The suspension deals with big bumps well, plus motorway cruising is good, and while there's body roll in corners, it's not as severe as in the Sorento.

The nine-speed automatic gearbox is eager to change ratios, and downshifts with the lightest press

Testers' notes

"It's not as big as the Sorento, but unless you're carrying seven adults on a regular basis, the Discovery Sport is a hugely practical family car. The cabin has an upmarket feel that the Kia simply can't match, while driving comfort is close to equalling that of its larger Range Rover siblings. Even with the older SD4 diesel, it manages to be refined and powerful, so we can't wait to try the Disco Sport with the new Ingenium diesel."



James Disdale Road test editor

of the throttle. Still, it's pretty smooth, and the change in engine note is the only clue that it's shifting gears.

While the 187bhp Discovery Sport is 10bhp down on the Sorento, a lower kerbweight helped it to achieve an identical 0-60mph time of nine seconds exactly. And that was in spite of the nine-speed auto box – as well as needing more gearchanges while accelerating, the shifts themselves were quite slow.

Where the Land Rover steals a march over its Kia rival is off-road. It has better ground clearance and the front and rear overhangs are shorter and higher, so steep slopes are easily negotiated. Neither of these cars is likely to venture far beyond a muddy field, but it's reassuring to know Land Rover's Terrain Response system can adapt the traction control to suit different conditions, and the car will go further than most owners would dare to take it.

Ownership 3.5/5

THE Discovery Sport has been on sale for a few months now, and it seems that everything is going well. It's useful that early cars are powered by the SD4 diesel from the Freelander, so it shouldn't spring any surprises, while the electronics are shared with a number of other Jaguar Land Rover models. If there are issues, then – based on past experience with its other cars – JLR keeps its dealers informed of software updates to ensure that everything works properly.

Unfortunately, those franchises don't have a great reputation – they finished 28th out of 32 in our most recent Driver Power dealer survey, which is 18 places behind Kia's. A major criticism for owners was their poor value for money, although the Discovery Sport's £499 five-year servicing deal should help with costs.

Running costs 3.2/5

THIS £35,700 Disco Sport SE Tech is £145 less expensive than the Sorento KX-3, but standard kit is of a similar level. Go for the manual model, and you save £1,805, although you won't see any benefit in terms of claimed emissions or economy. One advantage the Land Rover has over the Kia is its greater scope for personalisation. Options include park assist (£600), adaptive xenons (£375) and a 17-speaker Meridian sound system (£2,500).

We managed 35.0mpg on test, yet the Kia returned even better figures, while CO₂ emissions of 166g/km are similar to the Sorento's. However, order a Discovery Sport now, and you'll get the new cleaner 2.0 TD4 diesel, which will cut tax costs. Predicted residuals of 56.5 per cent are far better than the Kia's and among the best of any new car on sale.



Land Rover



Practicality 4.3/5

THE Discovery Sport has lots of space inside, but stadium-style seating means the rearmost seats aren't as roomy as those in the Sorento. There's space for three in the middle row, though, and the bench slides to boost legroom or boot space. The Land Rover feels less claustrophobic than the Kia thanks to its large windows, while the £950 panoramic glass gives it a huge and airy ambience.

A powered tailgate is standard, but the opening is slightly smaller than the Kia's and boot space is tighter, too. Land Rover quotes a 981-litre boot capacity to the roof, yet we measured less space under the load cover than there is in the Sorento.



Handling

LIGHT steering makes Discovery Sport easy to manoeuvre in spite of its size, while body roll isn't as bad as in Kia. Nine-speed auto is sluggish when pushed



CO₂/tax

166g/km
£205 or 30%



Practicality

Boot (7/5/2 seats)
N/A/981/1,698 litres



Performance

0-60/30-70mph
9.0/9.2 seconds



Braking

70-0/60-0/30-0mph
63.1/45.3/12.8m (wet)



Running costs

35.0mpg (on test)
£78 fill-up

HEAD TO HEAD

Practicality

IF you often carry seven adults, the Sorento is the car to go for. Its back seats (below) are easier to access, have more head and legroom and are easy to fold.

The Disco's rearmost seats are smaller, as is its boot. Land Rover quotes a 981-litre capacity to the roof, but according to our measurements it has less space under the load cover than the Kia.



Off-road

WHILE the Sorento is the seven-seat choice, the Discovery Sport is the off-road champ. Its Terrain Response system (below) adapts the traction control, engine and box to suit road conditions, while hill descent control is standard. On the Kia, you get hill start assist, but the 4WD system is automatic.



Equipment

KIA doesn't offer any options aside from metallic paint (£575), but Land Rover allows for a lot of personalisation. There are contrast roof colours and different wheels, while inside you can add plush leather and upgrade the sound system, too.

r Discovery Sport



Interior

FAMILIAR cabin is full of high-quality materials; rear is airy and feels huge with the £950 panoramic roof; 1,698-litre boot is bigger than the Kia's; rotary gear selector is slick



Testers' notes

"Land Rover is on a roll with its latest model line-up, and the Disco Sport promises great things for the new full-size Discovery. Yet the brand needs to take a leaf out of Jaguar's book and improve its customer service."



Sean Carson Senior road tester

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Figures

**Land Rover
Discovery Sport
2.2 SD4 SE Tech**



**Kia Sorento
2.2 CRDi
KX-3**



On the road price/total as tested	£35,700/£35,700		£35,845/£36,420	
Residual value (after 3yrs/36,000)	£20,171/ 56.5%	RESIDUALS DISCO Sport's figure of 56.5 per cent is one of the strongest on the market.	£17,564/49.0%	
Depreciation	£15,530		£18,281	
Annual tax liability std/higher rate	£2,131/£4,262		£2,137/£4,273	
Annual fuel cost (12k/20k miles)	£1,877/£3,128		£1,412/£2,354	
Ins. group/quote/road tax band/cost	34/£571/H/£205		26/£598/G/£180	
Servicing costs	£499 (5yrs/50k)	SERVICING PACK LAND Rover's package is £150 more than Kia's scheme, but it does cover the Discovery Sport for five years or 50,000 miles.	£349 (3yrs/30k)	
Length/wheelbase	4,599/2,741mm		4,780/2,780mm	
Height/width	1,724/2,069mm		1,685/1,890mm	
Engine	4cyl in-line/2,179cc		4cyl in-line/2,199cc	TOWING MORE powerful 2.2 CRDi only has 2Nm more torque, but it gives the Sorento a towing limit of 2.5 tonnes compared to 2.2 tonnes for the Land Rover.
Peak power/revs	187/3,500 bhp/rpm		197/3,800 bhp/rpm	
Peak torque/revs	420/1,750 Nm/rpm		422/1,800 Nm/rpm	
Transmission	9-spd auto/4WD		6-spd man/4WD	
Fuel tank capacity/spare wheel	65 litres/£150		71 litres/full alloy	
Boot capacity (7/5/2 seats)	N/A/981**/1,698 litres		142/605/1,662 litres	
Kerbweight/payload/towing weight	1,863/737/2,200kg		1,932/658/ 2,500kg	
Turning circle/drag coefficient	11.6 metres/N/A		10.9 metres/N/A	
Basic warranty (miles)/recovery	3yrs (unltd)/3yrs		7yrs (100,000)/1yr	INTERVALS KIA'S 20,000-mile service intervals mean you can travel further than the Discovery Sport between checks.
Service intervals/UK dealers	16,000 miles (1yr)/130		20,000 miles (1yr)/170	
Driver Power manufacturer/dealer pos.	29th/28th*		19th/10th*	
Euro NCAP: Adult/child/ped./stars	93/83/69/5		90/83/67/5	
0-60/30-70mph	9.0/9.2 seconds	IN-GEAR NINE-speed box makes the most of the engine's power, but long ninth gear meant 50-70mph was impossible to record.	9.0/9.5 seconds	
30-50mph in 3rd/4th	3.3/3.6 seconds		3.7/5.0 seconds	
50-70mph in 5th/6th/7th/8th	5.5/7.1/8.6/11.0 secs		7.5/9.7 secs/N/A/N/A	
Top speed/rpm at 70mph	117mph/1,600rpm		124mph/2,000rpm	
Braking 70-0/60-0/30-0mph	63.1/45.3/12.8m (wet)		48.4/34.8/8.9m	
Noise outside/idle/30/70mph	69/42/59/68dB		67/45/62/70dB	RANGE BIG fuel tank and strong economy returns allow you to travel over 700 miles between fills.
Auto Express econ (mpg/mp)/range	35.0/7.7/500 miles		46.5/10.2/ 726 miles	
Govt urban/extra-urban/combined	38.2/49.6/44.8mpg		37.2/53.3/46.3mpg	
Govt urban/extra-urban/combined	8.4/10.9/9.9mpl		8.2/11.7/10.2mpl	
Actual/claimed CO ₂ /tax bracket	216/166g/km/30%		163/161g/km/30%	
		EQUIPMENT PANORAMIC glass and xenon lights are pricey options, but apart from that, standard spec is similar to the Sorento.		
Airbags/Isofix/park sensors/camera	Seven/yes/yes/£330		Six/yes/yes/yes	
Auto gearbox/stability/cruise control	Yes/yes/yes		£1,755/yes/yes	
Clim ctrl/heated leather/elec tailgate	Yes/part/yes		Yes/yes/yes	
Metallic paint/xenons/panoramic glass	£600/ £950/£950		£575 /yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

Deals & discounts

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KIA is offering PCP finance at 4.9 per cent APR across the Sorento range. The finance example is on the £28,795 entry-level KX-1, and includes a £7,600 customer deposit (there are currently no dealer deposit contributions) and 36 monthly payments of £302. At the end of the deal, you either pay £13,434 to keep the car, hand it back, or arrange another finance deal on a new model.

Land Rover has a slightly pricier finance scheme available on the Discovery Sport. Like the Kia, there's no deposit allowance available, and the customer deposit on the £30,695 2.0 TD4 (150) SE is £8,650. Monthly repayments are slightly lower at £299, but interest is 6.9 per cent APR representative and the final payment is £15,132.

Unfortunately, there aren't any discounts to be had on the Discovery Sport at new car brokers, mainly because of the transition to the new TD4 engine. However, website Broadspeed.com is advertising the Sorento KX-3 tested here with a substantial £5,300 off its list price, while the top-spec KX-4 is available with £6,100 knocked off.

Results

LAND ROVER

IT was close, but the Discovery Sport takes victory here with its combination of a high-quality cabin, first-class road manners and decent practicality. Sure, the back seats aren't the roomiest around, but they're good enough for most trips, while its off-road ability gives it an advantage. And if you order one now, you'll benefit from Land Rover's efficient new diesel (below).



1st

KIA

THERE'S no doubt that if you want a seven-seater but don't want to buy an MPV, the Sorento is a great choice due to its roomy back row. It has a spacious boot and is reasonably comfortable, too. Still, while this is the most upmarket Kia yet, it still doesn't quite match the Land Rover for desirability or quality. We'd recommend one of the lower-spec models instead.



2nd

**COMING
SOON**

Is it worth waiting for this model?



LR Discovery Sport TD4
DUE: September PRICE: £35,700
ENGINE: 2.0-litre 4cyl, 178bhp

ORDER a Discovery Sport now, and your car will feature the new TD4 engine, which emits 139g/km of CO₂. That means a 25 per cent Benefit in Kind rate and annual road tax of £130, while fuel economy improves to 53.3mpg.





Ford Transit Custom

FINAL REPORT Big van is up there with our award winners, and is set to be sorely missed



Otis Clay

Otis_Clay@dennis.co.uk

AE IT'S my job to take pictures of the winners at the Auto Express New Car Awards rather than choose them. But at the 2015 ceremony (Issue 1,377) earlier this month, there was one champ that definitely got my vote: the Ford Transit.

Okay, so it was the full-size model rather than my smaller Custom that took our coveted Van of the Year honours, but both versions have a relentless work ethic and driver-focused road manners.

After nearly six months on our fleet, the trusty Transit has proven itself to be hugely versatile and universally popular, and now that it's leaving, I'm struggling to think of a suitable replacement.

One of the main attractions of the Ford is its vast 4,400-litre load area, which makes it the number-one choice for people moving house, heading to the dump or transporting old motorcycles, which it did on more than one occasion during its time with us.

That cavernous boot isn't a great deal of use to me, though, because my camera gear tends to crash around inside it unless I take the time to tie it down properly. Usually, it's much easier to stow my kit on or under the rear seats. Not only is there more than enough space, but the rear privacy glass keeps everything safe from prying eyes.

When I don't need to carry my cameras, the Ford's got plenty of room for me and five mates – it's almost as good as an MPV for transporting people – and I don't think I've ever driven a vehicle that has so many different-sized cup-holders.

No matter what I'm drinking on the go, there's always somewhere to put my cup or bottle down, while the huge door bins are very useful, too. The Transit's space and load-carrying ability are to be expected,



SPACE

Roomy, kit-filled cabin is easy to get comfortable in, while rear is big enough to fit three adults. Plus, we love the way the rear camera relays images to screen in rear-view mirror

TRANSIT
CUSTOM

but what's really surprised me is just how easy it is to live with on a daily basis.

Any thoughts that the Ford would feel utilitarian to sit in and drive were banished the moment I climbed into its supremely comfortable driver's seat. For starters, the dash design takes its cues from the Fiesta and Focus, which means it's easy to use, well built and made of good-quality materials.

There's also a leather-wrapped, four-spoke steering wheel and all the toys you'd expect, including air-con, Bluetooth and heated seats. In fact, if it wasn't for the massively elevated driving position, you could be in a normal family hatchback.

The Transit feels equally car-like on the move. Sure, it's big and finding a parking space can be a challenge, but the quick, accurate steering, snappy gearshift and punchy turbodiesel engine combine to help you quickly forget about its bulk. Point the Ford's steeply raked nose through a series



Bulky Transit hides its size well on the move thanks to accurate, responsive steering

of corners, and you'll discover that it's every bit as poised as the brand's smaller models.

Long journeys are something to relish, too. There's plenty of scope for adjustment in the driver's seat, you get a commanding view of the road and noise levels are surprisingly low. Cruise control is a

handy addition, plus the combination of near-40mpg economy and an 80-litre tank means I can go over 600 miles between fills.

More importantly, the Transit has never missed a beat, and despite plenty of hard use, nothing has fallen off or broken – apart from a radio aerial, which was claimed by a



Essentials

Ford Transit Custom Double Cab Limited

On fleet since:	February 2015
Price new:	£31,650
Engine:	2.2-litre 4cyl, 153bhp
CO₂/tax:	183g/km/£265
Options:	Integrated roof rack (£420), stop/start (£240), tow bar (£360), Visibility Pack Premium (£1,068), sat-nav (£828), LED load compartment lights (£96), dual running boards (£180)
Insurance*:	Group: 12 Quote: N/A
Mileage/mpg:	18,535/39.1mpg
Any problems?	None so far



Practicality

Load area/payload
4,400 litres/1,043kg



Running costs

31.2mpg (on test)
£95 fill-up



WE LIKE The 5,900-litre load area has proven invaluable during the Transit's time on our fleet, although smaller items, like our man's camera gear, slide around



WE DON'T Rear doors can be opened by 270 degrees out of the way of the load area thanks to a handy catch, but this can be fiddly

Second opinion

"Making a vehicle this big handle with such agility is no easy feat. Despite its size, the Transit is nimble and drives with the confidence of something far smaller, while the feel and weighting of the steering shames many 'sports saloons'."



Dean Gibson
Deputy road test editor

low-hanging sign in our car park. Yet you can't really blame the Ford for that.

So, six months after joining Auto Express, the Transit has proven that it deserves its place in the winners' circle, and after spending so much time behind its wheel, I'm proud to call myself 'white van man'.

Auto Express Verdict

WHILE the Transit's main role in life is to carry big loads, it makes a very convincing case for itself as a car. Not only is it comfortable and great to drive, but it also boasts a roomy cabin, loads of kit and surprisingly low running costs. It will be missed.



Fleetwatch



Luxury SUV had no trouble swallowing long rails for new wardrobes during Fowler family's recent house move

Range Rover Sport

EDITOR-in-chief Steve Fowler's Range Rover Sport has proven surprisingly handy during his recent house move. While the removal men did the heavy work, Steve was going back and forth to the wood yard and DIY stores to get bits and pieces to make wardrobes with.

The Range Rover's rear seats don't fold completely flat, but there was enough space to get long pieces of timber into the car – although it had to go between the front seats, too. Steve's daughter also found a good use for the 'ski hatch' hidden behind the rear centre armrest – it meant long rails could go through without having to put the seats down.

Most of the time, the Range Rover Sport is used to ferry Steve to and from work and for more normal family duties at weekends. And in spite of a stint in the 542bhp Range Rover Sport SVR, he finds his diesel lives up to its Sport name well, thanks to its unexpectedly agile handling and the muscular performance of its 3.0-litre V6 engine. Better still, the fuel economy is improving all the time and is now settled just above 30mpg.



Fiat Panda Cross

THE little things stood out for production editor Sarah Murray when she took our Fiat Panda Cross on a recent trip to Liverpool. After struggling with the low seating position in some of our other cars, five-foot Sarah loved the clear, unobstructed view of the road that the high-riding crossover provided.

And while she didn't put the Fiat through its paces off-road, its sturdy credentials were certainly tested with strong winds and rains buffeting the car on the journey home. The chunky Panda felt well planted and secure, despite the wild weather.

What impressed Sarah the most, however, was the ingenious time-saving solution she discovered when she filled up the car. Fiat's designers have built the fuel cap into the door (above), so there's no fiddling around with caps that have been put on too tightly or any risk of leaving the cap on the roof. It might be a little thing, but in the competitive crossover market, it's these additions that make all the difference when choosing which car to buy.

Our fleet INDEX

Audi RS3	New arrival
Citroen C4 Cactus	Issues 1,365, 1,374
Fiat Panda Cross	Issues 1,359, 1,369
Ford Mondeo	Issues 1,373, 1,377
Ford Transit	Issues 1,363, 1,371
Kia Soul EV	Issues 1,350, 1,360, 1,373
Lexus NX 300h	Issue 1,377
Mazda 2	Issue 1,370
Peugeot 308 SW	Issues 1,342, 1,356, 1,368
Range Rover Sport	Issues 1,356, 1,363
Renault Twingo	Issue 1,368
SEAT Leon X-Perience	New arrival
Skoda Octavia Scout	New arrival
Suzuki Vitara	Issue 1,379
Toyota Verso	New arrival
VW Golf GTI	Issues 1,320, 1,332, 1,341, 1,352, 1,364, 1,373



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THIS WEEK'S HOT KIT



SPEED CAM DETECTOR ON PATROL

NEW PRODUCT

Snooper 4Zero camera detector

Best price: £149.99 Contact: www.cobra.com

WITH so many varying speed limits on our road network, and cameras patrolling it, you can all too easily pick up a speeding ticket unwittingly. So being forewarned could keep you driving safely, as well as save you points and a fine.

That's where the new Snooper 4Zero comes in. The speed camera detector uses sophisticated technology to offer advanced notice of Gatso, Truvelo and SPECS average speed cameras.

Subscriptions of £2.99 per month or £29.99 annually give access to the AURA safety database, which Snooper says is constantly updated. The device features City, City Max and Motorway modes, to help you manage radar alerts, plus there's volume adjustment, and it displays your speed, direction of travel and the time.

Sleek and discreet, it can be mounted on the dash or windscreen for the best GPS signal. The maker claims it can detect the 'scatter' from Gatso and handheld radar guns, for maximum notice of speed traps. Initial set-up takes about 15 minutes, plus you can personalise the voice commands you receive from the two-inch screen.



"Device uses sophisticated tech to offer drivers advanced notice of Gatso, Truvelo and SPECS cameras"



**Cat
Dow**

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Are dual 12V ports slower?

I'VE seen dual adaptors that slot into cigarette lighter sockets to let you charge more than one device at a time. Is there any downside? Does having more than one slow down charging?

Phil Kipling, E-mail

A THESE 12V ports are great if you don't have embedded sockets for USB cables. You can get three or four-port devices from the likes of Veho (above) and Olixar. A triple charger will power up phones at 1 amp and tablets at 2.1 amp. As a 12V socket can handle up to 5.2 amps, charging speed isn't compromised by multiple ports.

Q Unlock tyre sidewall code

WHY is it so difficult to buy tyres? I don't understand what the 215/55 R16 V93 code on my car's sidewalls means. My garage is trying to sell me 205/55 R16 W97 tyres. Are these right?

Michelle Ware, South Shields

A THE code stands for the following: the tyre's width across the tread (215mm), the sidewall height or profile (55 per cent of the width), plus the fact it's a radial construction on a 16-inch wheel. 'V' is the speed rating and '93' the weight rating. Check with your insurer for sizes other than 215/55, but these tyres should be fine.

Q Dog travel sickness solution

SINCE I changed my car recently, my dog keeps getting ill. The vet says it's motion sickness, and advised to keep him in one place in the car. I don't want a cage. What's the best harness?

Bill Grant, E-mail

A WE recommend using the Dogs' Trust Girths harness – £11.99 in our Issue 1,340 test. It comes in six sizes, is easy to use and the high-vis piping is helpful for unbuckling your dog at night. Consider a pet cover for protecting the seat, as well as an air freshener, as the 'new car' smell might make your dog nauseous.



ALL-ROUNDER

Firestone's new Multiseason tyres promise strong grip in all conditions – even snow – and we were impressed by handling on a range of surfaces

FIRST TEST

Firestone Multiseason tyre

Best price: From £65 Rating: ★★ ★

Contact: www.firestone.eu



TYRE FOR ALL SEASONS

FOR years, Auto Express has been recommending that drivers switch between winter and summer tyres as the seasons dictate, to stay safe in all weathers. Yet we also recognise that not everyone can afford to. So it's no surprise that more makers are launching all-season tyres, with 40 per cent of European drivers living in moderate climates – and Firestone is the latest to enter the fray.

We tested its new Multiseason tyre, which promises to perform just as well in the summer as in winter, and it responded well on surfaces in wet, dry, cold and warm conditions. It demonstrated excellent

handling in every situation without compromising ease of driving.

And although it's difficult to evaluate Firestone's newcomer comprehensively without a comparison test against a rival brand in the same conditions, the tyre is likely to be very competitive on grip, as it's been developed from a winter-based compound.

Firestone hopes to cash in on the recent mild winters in the UK by persuading drivers here to run the Multiseason all year round, and on this showing it looks a decent option if you're due a new set of tyres.



FIRST TEST

Rust-Oleum Peelable Car Paint

Best price: £9.99 Rating: ★★ ★ ★

Contact: www.halfords.co.uk

IF you want to give your car a new look, but are keen to try a fresh colour for size before going the whole hog in a paint shop, the Peelable Car Paint from Rust-Oleum could be the answer. The spray paint gives even coverage and you can build up the colour to the desired shade with layers.

Once fully dry, it can be peeled off without damaging the paint underneath. Rather than peel like a sticker, it's more effective to rub it off with a cloth, but the result is surprisingly impressive. Peelable Car Paint could also be used to play pranks on friends who are precious about their bodywork.



news, deals & events



Tailor your track day experience

IF you're itching to attend a track day this summer, check out BuyAGift's Motor Head To Head. It's a comprehensive online buying guide to the different track days available, and it lets you choose the experience that best suits you based on your favourite model.

It includes the statistics for your car of choice, plus you can click on an interactive map to find out where that model's available. An embedded YouTube video of the car in action will then whet your appetite for the day. For more information, head to buyagift.co.uk/motorheadtohead.

Little Trees smellies go for fresh approach

LITTLE Trees air fresheners are an iconic part of motoring, and have been keeping cars smelling good for decades. But with a raft of competition now in the market, the company is breaking out of the original mould and producing more practically shaped air fresheners.

Its new Clip and Invisi lines offer flexible ways of maintaining a nice odour. Invisi attaches to the vents and has tech for gradual release, so the scent isn't overpowering.

Fun family festival hits Silverstone

THE home of the British Grand Prix plays host to a family friendly festival of motorsport and music this weekend (24-26 July). The Silverstone Classic lets fans in the pitlanes to get up close and personal with cars from all eras.

Face-painting and the Adrenalin Zone will amuse kids, while there are also aerial displays, celebrity appearances and driving experiences. Visit silverstoneclassic.com for more.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

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Mini test

NEW PRODUCT 4GEE Action Cam

Best price: From £299.99 (with 2GB data)
Contact: www.ee.co.uk

EE'S new device is the UK's first action camera to use a 4G SIM card, which enables you to stream your footage live.

It's a nice gimmick, but it's not all that useful in the real world. It's also frustrating that you need to set up an account via Facebook with EE's video app, Skeegle, to share live footage.

Plus, pairing with your smartphone is fiddly, and while the chunky, watch-style remote control/viewfinder is handy and durable, it's heavy to wear when driving.

The HD video and 13MP stills came out well, yet EE doesn't supply any mounts in the package, which is the least you expect for this kind of money.

Rating: ★★

PERFECT SHOT Watch-style remote/viewfinder lets you set up shots easily, but you have to pay extra for mounts with 4GEE camera



PRICE £299.99

Which camera gets your perfect drive in the can?

Cat Dow

ACTION cameras are the ideal companions for recording track day or off-road experiences. And the new 4GEE Action Cam from EE promises live streaming, thanks to its 4G SIM card. Yet despite its high spec, it still faces some tough competition.

We rated it against the Best Buy and Recommended picks in our Issue 1,374 test – the GoPro Hero4 and Sony HDR-AZ1 Mini, neither of which offers streaming – taking prices from various sources as we went to press.

The Sony defied its basic appearance with top-notch performance, plus it felt solid without being heavy. And while it didn't offer as many mounts as the GoPro Hero4, the remote control for view-finding and hitting record on the move is very useful.

Despite its tech promise, the 4GEE had its work cut out matching the GoPro for build quality, battery life, price, ease of use, image quality and the overall package. In the end, it wasn't even a close contest, as the Hero4 emerged victorious once again.

"New 4GEE Action Cam features a 4G SIM card for live streaming, yet has tough competition"

SOLID PERFORMER

Sony HDR-AZ1 Mini

Best price: £209.99
Contact: 01525 715356, www.sony.co.uk

THIS compact Sony HDR-AZ1 is well worth a look, with the Live View Remote Control providing view-finding capabilities if the camera is out of reach.

Although the battery drained quickly in the remote, we could charge it back up via the car's USB port and could still use the camera, which had plenty of juice left.

The video quality was excellent, and while there wasn't a car-specific mount, the Sony is compatible with GoPro versions.

Rating: ★★★★★



STILL THE BEST

GoPro Hero4

Best price: £249.99
Contact: www.gopro.com

WITH simple design, a wealth of mounts and fantastic picture quality, GoPro cams offer great value for money. The Hero4 is no different and adds ultra-HD 4K resolution, which makes editing easy.

Although the companion app for remote operation is laggy, it's better than the user interface on the camera itself. And thanks to the trusty car mount (we like the Olixar Invent Pro), you don't need to wear any distracting kit while driving.

Rating: ★★★★★



books, apps & games



Ford GT40 Owner's Workshop Manual

Gordon Bruce (Haynes, www.haynes.co.uk)

Price: £25 (hardback) **Rating:** ★★★★★

THIS manual has the comprehensive technical quality of any book from Haynes. The opening pages take you through a factual history of the Ford GT40's development, while the core of the manual gets down to the nitty gritty. As a practical guide to tinkering with the classic muscle car, this is great, plus it's an interesting read for those not lucky enough to own one.

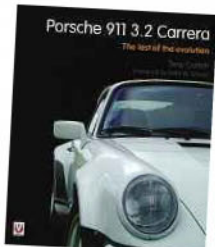


Porsche 911 3.2 Carrera: Last of the Evolution

Tony Corlett (Veloce, www.veloce.com)

Price: £37.50 (hardback) **Rating:** ★★★★★

THE Porsche 911 is one of the most iconic car designs of all time. The Last of the Evolution was written by the secretary of the Porsche Club Great Britain, Tony Corlett, and will help ease the pain for those who aren't keen on the more modern designs from the brand. Over 160 cars grace the pages accompanied by vividly detailed colour photos, while Corlett offers nostalgic insight.



Fastlane Street Racing

Available for: iOS

Price: 79p (Lite version is free) **Rating:** ★★★

THE game has an arcade feel to it, and while the graphics may not challenge console favourites, it's a fair effort for passing the time. You steer by tilting the screen, yet it can be tricky to master. New vehicles and circuits are unlocked as you progress.



App of the week



Dude your car!

Available for: iOS

Price: 79p **Rating:** ★★★★★

PERFECT for pranksters, this app allows you to take a photo of a car then do some virtual aesthetic damage to it, before sharing it with a friend. Results can be quite crude unless you spend hours tweaking it, but it's sure to raise a smile all round.





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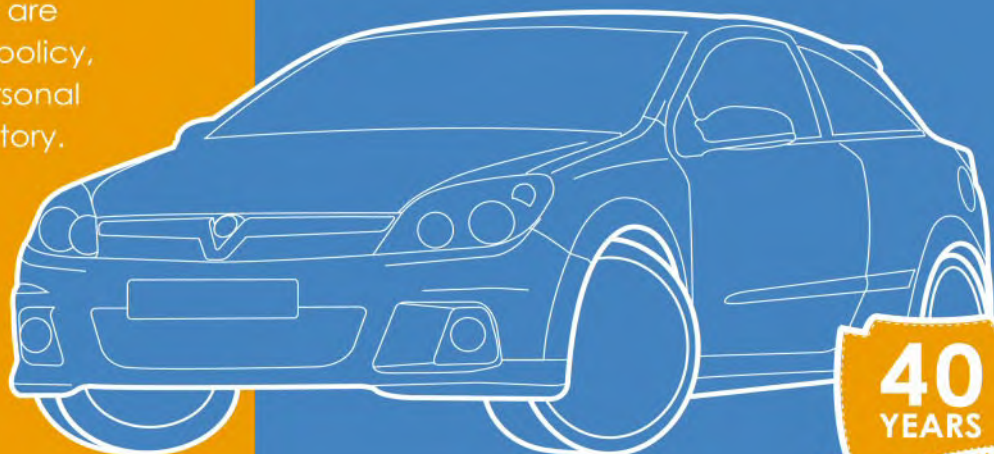
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Clarke Mechanics Tool Chest CTC900B

Best price: £77.99 Contact: 01992 565300, www.clarkeinternational.com Rating: ★★★★★

BEST BUY KEENER price just gives this Clarke chest the win over the similar Hilka. It also ticks most of our boxes, with nine drawers giving plenty of tool storage options, plus places to keep fasteners, fuses, tape and the like. All our tools went in easily, although the deep compression tester box wouldn't go in the shallow drawers and our long drivers needed a full-width one. Automatic drawer locking seals the victory.



Hilka 9 Drawer Tool Chest

Best price: £89.99 Contact: 0500 414141, www.screwfix.com Rating: ★★★★★

RECOMMENDED ONLY the colour, drawer handle covers and a few pounds separate this Screwfix-sourced Hilka from our winner. We prefer the handles on this as some on the Clarke are a bit loose. It shares the desirable full-width piano hinge for the top and automatic drawer locking when the lid is closed. There are also sticky rubber pads for the base and the ball-bearing drawer runners work smoothly. A great package.

TOOL CHESTS

Keep your car DIY kit in order with our pick of eight

PRODUCT GROUP TEST 22 | 7 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

AS your DIY car maintenance kit grows, you can waste time hunting for the tool you want if you keep it in a pile at the bottom of a tool box. Invest in the next step up, a tool chest, and you'll be able to store kit separately, so it's easy to find. Plus, chests are often bigger than boxes, so can cope as your collection expands.

There's a range of choices, from those that can still be carried around to larger versions, which can be combined with a roller cabinet for the ultimate storage solution. So which is the one you should go for? We packed eight to find out.



Draper DIY Series Tool Chest 31463

Best price: £48.94 Contact: 023 8049 4333, www.drapertools.com Rating: ★★★

IF you need to carry your tools round, this is a fine buy as it's quite small – the bigger chests will be tough to lift once full. This is larger than most tool boxes, but offers more storage options, with two shallow drawers plus a deeper one. A split top drawer would be even better. They run smoothly on ball bearings, although the shallow ones couldn't take our boxes. Like the bigger Draper, it lacks a piano hinge and auto drawer locking.



Halfords 6-Drawer Chest

Best price: £99.99 Contact: 0845 762 6625, www.halfords.com Rating: ★★★

WITH six deep drawers, rather than the more usual nine for a unit this size, Halfords' chest could be perfect for those with lots of kit in boxes – and our test tool and boxes fitted easily. But it has rough-running drawers, with sliders rather than ball bearings. There's no automatic drawer locking, either, although you do get slots in the top tray to hold the retaining straps. Without these features, it's tough to compete at this price.



Clarke HD Plus CBB209B

Best price: £143.98 Contact: 01992 565300, www.clarkeinternational.com Rating: ★★★★★

THE most expensive on test, but it's easy to see where the money has been spent. It's heavy and larger than our top two, with a real quality feel. Other chests here have ball bearing drawer runners, yet none feels as smooth as this Clarke's, plus the drawer bases are lined. Our tools fitted, including the compression tester in a shallow drawer, although one driver needed a full-width drawer.



Draper DIY Series Tool Chest 31465

Best price: £82.49 Contact: 023 8049 4333, www.drapertools.com Rating: ★★★★★

IT was a close battle for the final podium spot, but fourth is no disgrace for this yellow Draper chest, which stands out from its red rivals. The similarity to the top two is clear, although neither boxed tool would fit in a shallow drawer. It also failed to get our long screwdrivers in a small drawer. In such a tightly fought contest, the lack of automatic drawer locking counts against it, plus there's no storage for the retaining straps.



How we tested them

WE filled each chest with a range of typical tools, including those in boxed sets, big items like a mallet, torque wrench and hacksaw, plus a selection of sockets, screwdrivers and pliers. We wanted to be able to store each tool separately, and rated what you get for your money, looking for lined, smooth-running drawers, plus tote trays, and automatic locks to keep drawers closed in transit. Our final factor was price, taken from a range of sources as we went to press.

Auto Express Verdict

CLARKE'S CTC900B strikes the best balance between features and price. The similar but slightly more costly Hilka takes second, while rounding out the top three is our money-no-object choice: the Clarke CBB209B.

1. Clarke Mechanics Tool Chest CTC900B
2. Hilka 9 Drawer Tool Chest
3. Clarke HD Plus CBB209B



Yamoto 3 Drawer Tool Chest YMT5940200K

Best price: £118.41 Contact: 0116 257 2431, www.cromwell.co.uk Rating: ★★★

ANOTHER large box, this time with two deep drawers and one shallower one. Handy for bulky tools like power drills and boxed kit, but it limits the ability to keep items apart. The coarse-running drawers are neatly lined, although the top layer isn't. Still, it has a handy divider along the front edge for sockets and the like. It also has a tote tray, but the folding lid, which secures the drawers, needs to be fully open or it fouls on it.



Sealey Top Chest 3 Drawer AP0703

Best price: £98 Contact: 01284 757500, www.sealey.co.uk Rating: ★★★

MADE of a hard plastic composite rather than steel like rivals here, this Sealey still has a quality feel. It's also light – perfect for transporting your tools. The auto-lock drawers run smoothly and all are lined, on the sides and the bottom. They're not as deep as some, so our mallet wouldn't fit in, and as the whole box is smaller our torque wrench would only go in diagonally. A top-quality choice, ideal for electronic kit, but pricey.

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On The Road (OTR) Price	£29,000.00
Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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MPG²**

**510 MILE
COMBINED RANGE⁴**

**ULTRA LOW
CO₂ EMISSIONS⁵**

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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.



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YOUR VIEWS ON YOUR CARS



**Martin
Saarinen**

Got any car queries?

Martin_Saarinen@dennis.co.uk
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BMW X3 Mk2

YOU TELL US... SUV is excellent to drive and practical, too

**24th
PLACE**

2015 Results X3 Mk2 Factfile

Years: 2010 to present **CO₂:** 136g/km
Fuel economy: 54mpg (2.0 xDrive20d SE)
Best options: Park assist, cruise control, hill descent control, rain sensor, MP3 compatibility

Prices: From £13,795

OVERALL SCORE
90.86%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1
RELIABILITY					38
BUILD QUALITY					45
RUNNING COSTS					42
PERFORMANCE					23
ROAD HANDLING					36
RIDE QUALITY					73
EASE OF DRIVING					18
SEAT COMFORT					50
PRACTICALITY					34
IN-CAR TECH					85

GOOD

"EIGHT-speed automatic gearbox is the best thing I've ever used."

"Just does everything so well. It's quiet and comfortable, too."

"The driving position is good and the 3.0-litre engine really packs a punch."

"With the right tyres, it's a pretty decent off-roader."

"The motorway fuel economy is good and very close to what BMW quotes."

"Customer service from BMW is excellent."

"Pulls like a train and is really fun in Sport mode."

NOT SO GOOD

"SLIGHT rattles and noises coming from the interior trim."

"The controls could be better laid out on the dash and steering wheel."

"The panoramic roof rattles occasionally."

"Dealer-recommended tyres for the X3 can be really expensive."

"The sat-nav is not the most intuitive to use."

"I would like it to come with a spare wheel rather than an inflation kit."

"The seats could come with more adjustment options."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

Q Fined for extra mileage

MY son has a black box fitted to his car and has been fined £600 for excess mileage. The insurance company also increased his monthly premium by £140. What can he do?
Kevin Powley, E-mail

A FOR new drivers, it can be hard to estimate your annual mileage; but it's important not to set it too low, as this will land you in trouble. If you do think you'll breach the limit, it's best to phone the insurer, as this way you'll avoid a fine – although a higher premium is a certainty.

Q Zafira gearbox issues

WATER has leaked into the gearbox of my 2005 Vauxhall Zafira. I've already had to change the fuel pump and pressure regulator, and I now have to pay to repair the box. What's going on?
Sonia Rathour, E-mail

A THE fault is likely to do with the radiator leaking into the gearbox. Vauxhall issued a recall for certain Zafiras made between 2007 and 2008 to take action on the problem. While your car was built before this, it may be worth calling your dealer to see if Vauxhall will help.

Q Does three strike law exist?

AFTER a failed attempt to fix a crankshaft sensor in my MINI, the dealer insists by law that I have to give it three tries before I can reject the vehicle. Is this right?
Maggie Bevan, E-mail

A WE spoke to Trading Standards, who told us there's nothing in consumer law unless it appears in your vehicle contract. However, it's accepted you have to give a garage fair chance to fix a problem before rejection and that's generally considered as three attempts.

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Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Renault Clio in our pictures.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

NEED TO KNOW

Buyers could choose between 68bhp, 86bhp and 106bhp editions of the 1.5 dCi diesel engine.

NEED TO KNOW

Bulbs are a pain to replace, so some owners don't bother. Check they're all working.

NEED TO KNOW

The diesel engine can suffer from turbo failure, sticking piston rings and faulty EGR valves.

BUYER'S GUIDE: Renault Clio Mk3

FROM £1,800 Stylish, fun and surprisingly practical supermini looks good value

AE Richard Dredge

EVER since it burst on to the scene in 1990, Renault's stylish Clio supermini has become synonymous with driving fun, affordability and comfort. No wonder it's twice been named our Car of the Year.

The Clio Mk3, launched in 2005 and facelifted in 2009, now represents a great used buy thanks to low prices, a massive choice, a variety of engines from mild to wild, plus a host of trim levels. It has a spacious cabin, and many examples are very well equipped, too.

Upon its introduction, the Renault was also one of the safest small cars tested by Euro NCAP; it was the first supermini to be awarded a full five stars in crash tests.

History

THE Clio Mk3 debuted in August 2005 in three and five-door hatch forms. It offered 74bhp 1.2, 98bhp 1.4 and 109bhp 1.6-litre petrol engines or a 1.5-litre diesel with a choice of outputs. An estate followed in May 2008. A 101bhp 1.2 turbo was offered from

April 2007, eight months after the 138bhp 2.0 VVT petrol arrived. The first truly sporty Clio – the Renaultsport 197 – appeared in May 2006, followed by the Cup in November 2007 and the Lux a year later. A facelift in May 2009 brought a new grille, revised front and rear lights, plus extra standard kit.

In June 2010, the greenest-ever Clio was launched – the 98g/km 1.5 dCi eco2 – then a month later the sporty Clio Gordini 200 debuted. A simplified range from January 2011 cut the trim levels to just Expression, Dynamique TomTom and GT line TomTom.

Which one?

THE 1.2 TCe petrol turbo's a peach, while the diesels offer spectacular economy, but reliability can be an issue. Still, no engine is poor, so go for the best deal you can.

Renault's trim hierarchy isn't clear. It runs Extreme (three-door only), Authentique (five-door only), Expression, Dynamique, Privilège and Initiale – but not all engines were offered with all trim levels. The Authentique is basic, the Extreme has electric windows, while the

Expression features air-con and electrically adjustable/heated mirrors. The Dynamique gets alloys, soft-touch cabin trim and a leather steering wheel, while the Privilège has auto lights and wipers plus powered rear windows. Range-topping Initiale comes with metallic paint, leather trim, cruise and climate control, plus parking sensors.

Alternatives

FIAT'S Grande Punto and Peugeot's 207 are both similarly priced to the Clio and are widely available used. While the Fiat is well equipped, spacious and safe, it's a hatch only, with three or five doors. The Peugeot, however, is available in estate (SW) form, too, for extra practicality and versatility.

If the drive is a priority, the Ford Fiesta or Mazda 2 are worth a look. The former is far more common, while both are reliable. The

Skoda Fabia offers an easy ownership experience, as does Toyota's Yaris – yet prices for both are higher than the Clio's. And don't forget the bargain Vauxhall Corsa.

Verdict

THE Clio Mk4 was a turning point for Renault in terms of quality, but its predecessor was never built to the same standard. As a result, you have to buy with care. Still, put in the legwork, and you could end up with a great car for a surprisingly small amount of cash.

If you're a new driver or cover few miles, the smaller engines are fine, while motorway cruising is best taken care of with one of the surprisingly uncommon diesels. But if you want something that'll put a grin on your face, it has to be one of the Renaultsport 197 or later 200 editions – they'll provide more fun than many cars costing several times more.

"Stylish Clio supermini has become synonymous with driving fun and affordability, plus comfort"

**Paint**

CHECK out the paintwork on the door edges of three-door cars. Because these panels are so long, they're easily scraped on walls when being opened.



Tom Wood

Steering

DON'T be alarmed if the steering is over-light, with very little feel – it's normal, and something that has attracted a lot of criticism from owners.

**Air-con**

AIR-conditioning systems can fail, and even when set up properly and fully recharged they can struggle to cool the interior adequately on a very hot day.

**Electrics**

ELECTRICAL faults are far from a rarity on the Clio, with items such as the central locking, alarm, ignition and lighting systems all potentially causing issues.

**Performance**

0-62mph/top speed
11.0 seconds/114mph

**Running costs**

47-52mpg (1.2 Tce)
£64 fill-up

**CO₂/tax**

135-139g/km
£130

**How much?**

	12 2012	11 2011	10 2010	08 2008	06 2006
Model					
1.2 Expression 5dr	£4,850	£4,350	£3,750	£2,975	£2,375
1.2 TCe Dyn. TomTom 3dr	£5,495	£4,895	£4,395	N/A	N/A
1.4 Expression 3dr	N/A	N/A	N/A	£2,925	£2,325
1.6 VVT Initiale 3dr	N/A	N/A	N/A	£3,195	£2,495
Renaultsport 200 Cup	£8,395	£7,450	£6,575	N/A	N/A
1.5 dCi 86 Extreme 3dr	N/A	£4,475	£3,995	£2,995	N/A
1.5 dCi 106 Initiale 5dr	N/A	N/A	£4,650	£3,550	£2,775

SCRUFFY high-milers and category C and D write-offs start at less than £1,000, but for a tidy, sub-70,000-mile Mk3 you'll need £1,800. Five-doors outnumber three-doors by four to one, although there's no real difference in values.

Spend £4,000, and you can get a 20,000-mile 09-reg Clio 1.2 Extreme, a 45,000-mile 07-plate 1.6 Initiale or a 50,000-mile 07-reg 1.5 dCi Privilege. Diesels account for one in four of the cars available, while automatics make up only one in 20 Clios. Prices for the latter start at £2,500, and are all petrol as no diesel auto was offered.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.2	6-9	47-48mpg	135-139g/km	£130
1.2 TCe	12-13	47-52mpg	135-139g/km	£130
1.6 VVT	12-17	37-47mpg	157-179g/km	£180-£225
2.0 VVT	17-19	38mpg	173g/km	£205
197/200	30-31	33-34mpg	190-199g/km	£265
1.5 dCi 86	6-15	64mpg	117g/km	£30
1.5 dCi 106	15-17	61-70mpg	106-126g/km	£20-£110

PRE-facelift Clios need attention every two years or 18,000 miles, although an optional interim service is available for owners who prefer to maintain their car on an annual basis. While the two-year service is £159, the interim check costs £129 at any official Renault dealer.

All engines require a new cambelt every six years or 72,000 miles – apart from the diesel, which stretches this to every 90,000 miles. Expect to pay from £199 for a replacement. Fresh coolant is also needed every four years or 90,000/96,000 miles, new brake fluid is required every four years or 72,000 miles (at £39) and an air-con service every two years is priced at £69.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£44.42	£19.80
Front brake discs (pair)	£120.34	£47.88
Door mirror glass (electric)	£33.60	£14.10*
Front wiper set	£34.80	£25.14

Prices for a 2011 Clio 1.2 TCe. Dealer figures from Hylton Renault Worcester (www.hylton.co.uk). Independent prices from Euro Car Parts (eurocarparts.com). *For LH glass; RH glass costs £12.90.

Recalls

THERE have been three Clio recalls, the first in October 2006. It affected autos built from March to May 2006, on which the box could shift to manual mode with no driver intervention. A software update fixed things.

The second recall, in April 2007, was down to the brake light switch overheating; Clios made between December 2005 and February 2006 were affected. The third was in September 2011. Any 1.2-litre built from September to November 2010 (3,308 cars) could suffer engine failure.

**OUR VIEW**

IT'S no surprise that a car launched a decade ago should finish a lowly 189th in our Driver Power 2015 satisfaction survey. The Clio Mk3 last got a top-100 placing in 2012, when it achieved 89th. The highlight this year was 136th for running costs, followed by 152nd for handling. Build quality (189th) and reliability (190th) were the low points.

YOUR VIEW

SERENA Kinghorn, from Glasgow, loves her 2010 Renault Clio 1.2. She says: "The car was cheap to buy, I enjoy driving it, and it's not expensive to run in terms of insurance, fuel or servicing. However, I've had to spend money on repairs to the air-conditioning and suspension systems, which stung a bit."

**Interior**

THE styling inside is tidy enough and the quality feels good, yet high mileage takes its toll. Entry-level cars are spartan; they do without driver's seat height adjustment, three rear headrests, curtain airbags or a split back seat. Space is good, though; head and legroom are plenty for two adults in the rear.

Contacts

Official
www.renault.co.uk

Forums
www.cliosport.net
<http://cliotrophy.co.uk>
www.renaultsport.co.uk
www.renaultforums.co.uk

Car hunter

£12,000 for a comfy saloon, but which one?

Dear Lawrence, I'm looking for a spacious family saloon with an automatic gearbox for my dad. Comfort is a priority. What can I get for £12,000?

Helen Aubrey, E-mail

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE QUIRKY CHOICE



Citroen C5

FOR: Rarity, styling, extremely comfortable

AGAINST: Vague handling, complex repairs

THE C5 is often forgotten about, but if it's outright comfort you're after, then this is the car for you.

Models equipped with the company's famed Hydractive suspension have a pillowy-smooth motorway ride, and the C5 is refined and relaxing.

It's the least spacious here, though, and the handling suffers next to rivals'. It also feels dated, but it still looks sharp in this company. We found a 2012 2.0 HDi Exclusive with 38,000 miles for £11,200.

THE RELIABLE CHOICE



Skoda Superb

FOR: Hugely spacious, good drive, reliable

AGAINST: A bit bland, base models lack kit

IF you want lots of space for a minimal outlay, then the Superb fits the bill. There's masses of space for passengers and a big boot, but the Skoda's talents don't stop there. It's nearly as comfortable and refined as rivals and handles better than the C5.

The cabin is well laid out and solidly built, too. Get the spec right, and it could be all the car you ever need. We saw a 2012 2.0-litre TDI Elegance with 50,000 miles for £11,600.

THE STYLISH CHOICE



Peugeot 508

FOR: Distinctive looks, refined, efficient

AGAINST: Jerky gearbox, cabin lacks storage

LIKE the C5, with which it shares its platform, the 508 is often ignored by buyers. But that's no bad thing, as there's not a lot wrong with it and it's great value second-hand. It looks good inside and out, the cabin is well built, plus it's comfortable and well equipped.

It also handles better than the Citroen, but the automatic gearbox is hesitant and the steering numb. We found a 2012 2.0 HDi 163 Allure auto with 38,000 miles on the clock for £11,500.

INTERIOR



THERE'S loads of kit on top models, but it feels its age in the button-heavy dash layout. It also lags behind in practicality, with a 439-litre boot – nearly 200 litres shy of the Superb's. The seats are very comfortable, though.



THE layout and quality of the dash are ahead of rivals' here, but it's not that stylish. However, there's more rear legroom in the Skoda than almost any car in this price range, and the 595-litre boot's not bad, either.



THERE'S plenty of equipment and quality, but as with the C5, the dash layout is quite cluttered. However, there's a decent boot as well as plenty of room for five adults, despite it not being as large as the Superb.

RELIABILITY



RELIABILITY used to be a black spot for Citroen, but it's improved over the years. Yet the complex electrics and suspension in the C5 could mean big bills if they do go wrong, so always check that everything works.



SKODA'S reputation for reliability has been excellent in recent years, and true to form, there's nothing much to go wrong in the Superb. Some owners report sat-nav glitches, so try it out before buying.



PEUGEOT has hugely improved its reputation in terms of reliability recently. And while the 508 has plenty of gadgets that could play up, mechanically this family saloon appears to be holding up well.



Why buying a connected car could save your life

After 20 years in the US, GM's OnStar technology is finally hitting the UK streets via Vauxhall. Alphr took it for a test drive and discovered it isn't just about convenience: this tech could genuinely save your life. Visit alphr.com/cars for the full story and a fresh take on car tech.

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Best of both worlds

These hot estates offer thrilling performance and practicality, but which is better on the used market?

Audi has great body control; ride is firm, though



Audi S4 Avant
33.6mpg (official)
£71 fill-up



Audi S4 Avant quattro S tronic

Years: 2009 to date **Engine:** 3.0-litre 6cyl, 328bhp

Insurance group: 36 **Econ/CO₂:** 34mpg/197g/km

Why? Audi's fast estate is a multi-talented car, has a storming turn of pace and is a good-value used buy.

Prices from: **£17,800**

ALTHOUGH there's an all-new A4 on the way, there's no doubt that the current S4 holds plenty of appeal. Its subtle styling hides a 328bhp 3.0-litre supercharged V6, capable of racing from 0-60mph in just 4.9 seconds.

The modest styling continues inside, too, where apart from a flat-bottomed steering wheel, it's standard Audi. That's no bad thing, though, as the A4 has one of the best cabins around and is more spacious than the Volvo's.

On the road, the Avant doesn't drive any differently to the saloon version. Its quattro system means it feels sure-footed, with loads of grip and great body control. The steering is a bit lifeless and the ride quite firm, however.

The V6 engine is smooth, tuneful and very punchy, and the DSG gearbox provides quick manual changes. It's even fairly frugal when compared to rivals' units. However, the A4 finished in a disappointing 151st place in our Driver Power 2015 satisfaction survey, although that's likely due to the car's age.



A4 boasts an upmarket cabin and boot space of 1,430 litres with the rear seats folded

1 Audi S4 Avant

THE S4 is the superior fast estate here thanks to its overall abilities. It's a better drive than the Volvo, with a classier and more spacious cabin, too. It's neither stylish nor rare, but it's still decent value.



V60 matches S4 on pace, but body rolls in corners



Volvo V60
28.5mpg (official)
£79 fill-up

Volvo V60 T6 Polestar

Years: 2012 to date **Engine:** 3.0-litre 6cyl, 324bhp

Insurance group: 39 **Econ/CO₂:** 29mpg/237g/km

Why? Volvo's take on the hot estate is distinctive, muscular, safe and the more exclusive choice here.

Prices from: **£23,500**

A VOLVO estate isn't the first place you'd turn to for a performance car, but the brand has a history of fast, understated models.

The V60 T6 is one of them, with 324bhp and four-wheel drive underlining its credentials. The Volvo is the newer and better-looking car here, but it doesn't quite have the measure of the Audi's cabin in terms of layout, build quality or space – particularly in the rear.

On the road, the V60 is a mixed bag. The throaty and muscular V6 feels just as fast as the S4's, and there's loads of grip. However, the single-clutch auto box is slow to respond, body roll is more evident and the brakes feel soft. It's refined, yet considering the emphasis on comfort, the ride is harsh in town. It's also thirstier than the Audi, and its rarity means we only found a few on the market at high prices.

The V60 ranked 86th in our Driver Power 2015 satisfaction survey, and while owners didn't offer a lot of criticism in terms of reliability, it rated poorly for practicality.



Volvo's interior is stylish, but it's not as spacious as Audi's, while luggage capacity trails as well

2 Volvo V60 T6

THERE'S no doubt the Volvo has serious pace and character, but it just isn't a driver's car. If you can find one cheap, it's an interesting buy, but its exclusivity means you'll have fewer to choose from.

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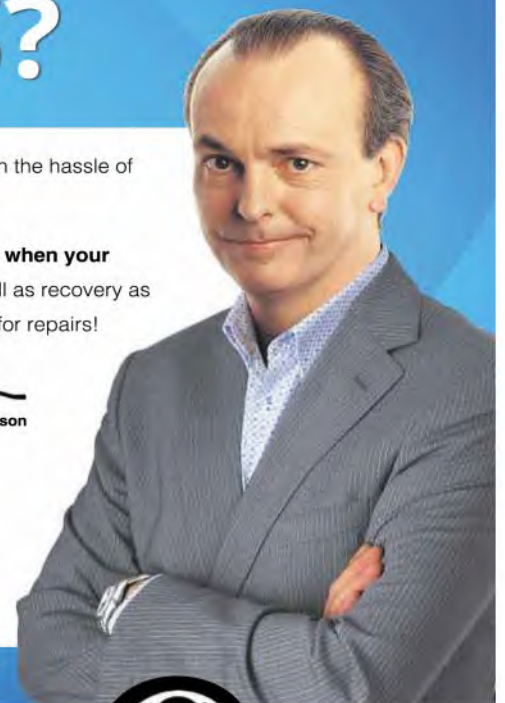
Quentin Willson
Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each model.

ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
 Warranty: 3 years/unlimited miles

500 - 3657x1627mm, EURO-NCAP N/A
DRIVER POWER POS: 87th

1.4 T-Jet 500	G	43.5	7.9	155	27	E14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	E17990
1.4 T-Jet 595 Competizione	G	48.7	6.7	155	28	E19890
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	E32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

Mito - 4063x1720mm, EURO-NCAP★★★★
DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	E14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	E15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	E16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	E17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	E13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	E14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	E16160
1.4 TB MultiAir (140) TCT D'rive	D	50.4	13.0	130	9	E12760
1.4 TB MultiAir (140) TCT D'rive	D	52.3	8.1	124	22	E17710
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	27	E20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, EURO-NCAP★★★★
DRIVER POWER POS: 62th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	E19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	E19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	E20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	E20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	E21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	E18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	E19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	E20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	E20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	E21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	25	E28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.5T TCT 4C	G	41.5	4.5	157	N/A	E51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	E46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	E49950

B3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	E45950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	E56950

D5 - 4913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	E56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	E59950

B5 - 4905x1913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	E75150
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B7 - 5092x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	E98800
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XD3 - 4651x1901mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	E56450
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D4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	E50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	E54950

B4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	E58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	E62950

B6 - 4894x1894mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	E92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	E97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
 Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	E30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	E35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	E46800

Nomad - 3215x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	E33000
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ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01926 646444 / Dealers: 22
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	E150299
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Vantage - 4380-4385x1865mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	E87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	E92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	E97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	E139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.6	333	50	E140000
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DB9 Volante: add £10000

Vanquish - 4721x1905mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	E194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/unlimited miles

A1 - 3954x1740mm, EURO-NCAP★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	E14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	E16330
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	E15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	E16730
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	E17405
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	E18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	E19520
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	E19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	E25420

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, EURO-NCAP★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	E18615
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	E19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	E20765
1.6 TDI (150) ultra SE 3dr	A	83.1	10.5	89	N/A	E20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	E22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	E22265
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	E23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	E24885
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	E30980
2.5 TFSI (367) quattro RS3 Sp'back J	J	34.8	4.3	189	N/A	E39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	E30340

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, Sportback: add £620, Saliom: add £1545, Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701-4716x1826mm, EURO-NCAP★★★★
DRIVER POWER POS: 151st

1.8 TFSI (170) SE Technik	E	48.7	8.1	134	24	E27420
2.0 TDI ultra (136) SE Technik	B	68.9	9.3	108	23	E29240
2.0 TDI (190) SE Technik	D	60.1	7.7	124	N/A	E29740
2.0 TDI ultra (163) SE Technik	B	67.3	8.3	109	27	E29740
2.0 TFSI (225) Black Edition	H	39.2	6.4	166	34	E30585
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	36	E40085
4.2 V8 FSI quat S tronic RS4 Avant	L	26.4	4.7	249	41	E56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (190), Avant: add £1200-£1315, quattro: add £1560 to 2.0 TDI (190), S line: add £1085 to SE, Black Edition: add £3420 to SE Technik, S4 Black: add £1075 to S4

A5 Sportback - 4712-4718x1854mm, EURO-NCAP N/A
DRIVER POWER POS: 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	E30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	150	28	E34730
2.0 TDI ultra (136) SE Technik Sdr	B	67.3	9.5	109	24	E31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	E31515
2.0 TDI (150) m tronic SE Tech Sdr	D	58.9	9.4	127	24	E33340
2.0 TDI (245) quat S tronic S line Sdr	G	48.7	6.2	152	34	E41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	E42990

Auto: add £1480 to 1.8 TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933-4979x1874-1936mm, EURO-NCAP★★★★
DRIVER POWER POS: 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	E31955
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	E38095
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	E41415
3.0 BITD quattro tiptronic SE	G	47.1	5.0	159	43	E46125
4.0 V8TT quattro S tronic S6	K	30.7	4.4	214	47	E56000
4.0 V8TT quattro tiptronic RS6 Avant	K	29.4	3.9	223	50	E77995

Auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218), A6 Avant: add £2000, S line: add £2410-£2450 to SE, Black Edition: add £2175 to 5 line.

Audi
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- ▶ Xenon headlights
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Official fuel consumption figures for the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 70.6 (4.0), Combined 62.8 (4.5). CO₂ emissions: 116g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,154.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [July 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 101st						
1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£22030
2.0 118d SE 3dr	B	70.6	8.3	104	19	£23325
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800

Auto: add £1490-£1685, Sdr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 51st						
2.0 318i SE	D	52.3	8.9	124	23	£24975
2.0 318i Sport	D	52.3	8.9	124	23	£25275
2.0 320i SE	E	48.7	7.3	134	30	£27255
2.0 320i Sport	E	48.7	7.3	134	30	£27555
2.0 320i M Sport	E	47.9	7.3	138	31	£29555
2.0 330i M Sport	G	43.5	5.9	151	36	£32805
2.0 340i M Sport	I	36.7	5.5	179	38	£38125
2.0 316d SE	B	68.9	10.9	109	20	£27435
2.0 316d Sport	B	68.9	10.9	109	20	£27735
2.0 318d SE	C	67.3	9.0	111	24	£28685
2.0 318d Sport	C	67.3	9.0	111	24	£28985
2.0 320d SE	C	67.3	7.5	111	31	£29785
2.0 320d Sport	C	67.3	7.5	111	31	£30085
2.0 320d EfficientDynamics Plus	B	72.4	8.0	102	31	£30845
2.0 318d M Sport	C	64.2	9.0	116	25	£30985
2.0 320d EfficientDynamics Sport	B	68.9	8.0	108	31	£30985
2.0 320d M Sport	C	64.2	7.5	116	32	£32085
2.0 330d auto M Sport	E	56.5	5.6	131	38	£37415
2.0 335d auto M Sport xDrive	F	51.4	4.8	145	43	£40330
3.0TT M3	K	32.1	4.3	204	45	£56595

Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A						
DRIVER POWER POS: 51st						
2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	7.9	155	31	£31905
2.0 328i SE	G	41.5	6.1	157	35	£33105
2.0 328i Luxury	G	41.5	6.1	157	35	£35105
3.0 335i Luxury	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	9.7	122	24	£32175
3.0 318d Luxury	D	61.4	9.7	122	24	£33275
3.0 320d SE	D	57.6	8.0	130	30	£32375
3.0 320d Luxury	D	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	136	34	£34305
3.0 325d Luxury	E	54.3	7.1	136	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£39705
3.0 auto 335d xDrive Luxury	F	49.6	4.9	149	42	£44120

Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 47th						
2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£44455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8TT DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8TT DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A						
DRIVER POWER POS: 47th						
2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d Luxury	G	48.7	6.2	153	44	£48965
3.0 auto 535i Luxury	J	34.4	6.1	192	44	£49465
3.0 auto 535d M Sport	G	47.9	5.7	154	46	£51885
4.4 V8 auto 550i M Sport	K	30.7	5.0	214	46	£59515

M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d

Luxury, add £950 to 550i Luxury

7 Series - 5072x5212x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65645
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to SE models, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE models, £3295 to M Sport models, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 100th						
2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 Drive16d SE	D	57.6	11.5	128	18	£24230
2.0 Drive18d SE	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 Drive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 24th						
2.0 Drive18d SE	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£33295
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A		
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Auto: add £1890, M Sport: add £3885 to 18L, £3165 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£66630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

18 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 Tt/Drive auto i8	A	113.0	4.4	59	50	£99895
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

Seven - 3100-3300x1270-1550mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 170	N/A	N/A	6.0	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 5/1e 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A

Warranty: 5 years/100,000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
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C1 - 3466x1884mm, EURO-NCAP N/A

DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	10.0	99	11	£10635
1.0 VTI (68) ETC Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Ainscape: add £160 to select models

C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	A	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETC auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETC auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15380
1.2 PureTech (82) Selection	A	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	A	60.1	10.5	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG auto: add £620 to e-HDi (90) Exclusive

DS 3 - 3948-3952x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5ign	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto D5ign	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5ign	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5ign Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) D5ign Sport	D	50.4	7.5	129	26	£19600
1.6 BlueHDi (120) D5ign	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), D5ign: £990 less than D5ign

C4 - 4329x1789mm, EURO-NCAP N/A

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Flair	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.8	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.8	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.8	105	9	£14690
1.2 PureTech (82) S&S ETC Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	A	60.1	9.3	107	15	£15890
1.6 e-HDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETC Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

DS 4 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 123rd

1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19795
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£19785
1.6 THP (200) D5ign	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETC D5ign	F	44.0	9.9	178	21	£21765
1.6 VTI (120) D5ign	F	46.0	12.2	144	15	£19905
2.0 HDi (160) D5ign	F	55.0	9.3	134	24	£23700
2.0 HDi (160) D5ign	F	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

DS - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, £5 Tourner: add £1100, VTR+: add £1200 to VTR

DS 5 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: 106th

1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETC D5ign	B	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5ign	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5ign	F	55.4	8.5	133	24	£28895
2.0 HDi auto Hybrid4 (200) D5ign	F	68.9	8.3	107	27	£31600
1.6 THP (200) D5ign	F	42.2	8.5	155	27	£28920
2.0 HDi (160) D5ign	F	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5ign	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) D5ign	F	68.9	8.3	102	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETC G VTR	E	56.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETC G XTR	E	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	F	56.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	F	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	F	67.2	13.5	107	10	£16230
1.6 VTI (120) ETC G VTR+	F	47.1	11.9	137	13	£16215
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	F	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	F	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETC G VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR	A	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	D	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	F	67.3	9.8	102	24	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	F	67.3	12.9	98	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	F	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETC G VTR+	A	74.3	13.7	98	15	£22210
1.6 e-HDi (115) VTR+	A	70.6	11.8	104	18	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	D	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	F	67.3	9.8	102	24	£24710

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

DACIA

www.dacia.co.uk / Brochure: 0800 991 199 / Dealers: 127

Warranty: 3 years/60,000 miles

Sandero - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8

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Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX - 4380x1828mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 80th

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24255

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium, Grand C-MAX: add £1590 (selected models)

S-MAX - 4796x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	N/A	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	N/A	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	N/A	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	N/A	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	N/A	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	N/A	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	N/A	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	N/A	£32260
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	N/A	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4948x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	N/A	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	N/A	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	N/A	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	N/A	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	N/A	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	N/A	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	N/A	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	N/A	£36145

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1850mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 84th

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995

Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA

Civic - 4300x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

2.0T VTEC Type R GT H 38.7 5.7 170 33 £32295
Auto: add £1400 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

HR-V - 4294x1772mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 i-VTEC (130) S	D	50.4	10.7	130	N/A	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	N/A	£19745
1.6 i-DTEC (120) S	B	70.6	10.1	104	N/A	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	N/A	£21495

Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£24895
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	N/A	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	N/A	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	N/A	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	N/A	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	N/A	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	N/A	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	N/A	£22295
1.6T-GDi (186) Turbo SE Sdr	H	38.7	8.0	169	N/A	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

i40 - 4740x1770x1815mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	N/A	110	N/A	£19600
1.7 CRDi (141) BD S	C	63.0	N/A	114	N/A	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110	N/A	£21600
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	N/A	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	N/A	£25600
1.7 CRDi (141) DCT BD Premium	D	43.0	N/A	129	N/A	£27500

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

ix20 - 4100x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis **M** 25.2 6.5 261 42 **E47995**

INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.2d Q50 SE	C 64.2	8.5	114	39	E27950
2.2d Q50 Premium	C 64.2	8.5	114	40	E30350
2.2d Q50 Sport	C 64.2	8.5	114	40	E32720
3.5 V6 auto Q50 Hybrid	F 45.6	5.1	144	42	E40005
3.5 V6 auto Q50 Hybrid AWD	G 41.5	5.4	159	42	E41630
Auto: add £1550 to 2.2d. Executive: add £1920 to SE, Premium Executive: add £3120 to Premium					

Q60 - 4655x1770x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M 24.8	6.4	264	48	E45730
3.7 V6 auto Q60 Coupe GT	L 26.9	5.9	246	45	E36780
3.7 V6 auto Q60 Coupe S	L 26.9	5.9	246	45	E38670
3.7 V6 auto Q60 Coupe S Prem	L 26.9	5.9	246	45	E41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F 45.6	5.3	145	43	E42500
2.2d auto Q70 Premium	D 57.6	8.9	129	35	E32650
2.2d auto Q70 Sport	D 57.6	8.9	129	35	E35850
3.7 V6 auto Q70 Sport Tech	L 27.7	6.2	235	42	E44100
Tech spec: add £4100 to Premium, £2350 to Sport					

QX50 - 4635x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K 33.2	7.9	224	46	E34488
3.0d V6 auto QX50 GT	K 33.2	7.9	224	46	E39663
3.7 V6 auto QX50 GT	M 25.0	6.4	265	46	E38449
Premium spec: add £3598 to GT models					

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K 32.8	8.3	225	47	E42370
3.0d V6 auto QX70S	K 32.8	8.3	225	47	E44470
3.7 V6 auto QX70 GT	M 23.0	6.8	282	50	E42525
3.7 V6 auto QX70S	M 23.0	6.8	282	47	E44625
5.0 V8 auto QX70S Premium	M 22.0	5.8	307	50	E54025
Premium spec: add £4450 to GT and S models					

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J 38.7	N/A	194	9	E23042
2.5D Yukon Double Cab	J 38.7	N/A	194	9	E24242
2.5D Blade Double Cab	J 38.7	N/A	194	9	E26938
2.5D Utah Double Cab	J 38.7	N/A	194	9	E26043
Auto: add £1200 to Yukon, Utah					

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A 75.0	7.9	99	22	E29775
2.0d (163) R-Sport	A 75.0	7.9	99	24	E23235
2.0d (163) Portfolio	A 75.0	7.9	99	24	E23275
2.0d (180) SE	B 67.3	7.4	109	25	E30275
2.0d (180) R-Sport	B 67.3	7.4	109	27	E33025
2.0d (180) Portfolio	B 67.3	7.4	109	27	E33675
2.0i (200) auto SE	I 37.7	7.1	179	24	E26995
2.0i (200) auto R-Sport	I 37.7	7.1	179	27	E29745
2.0i (240) auto R-Sport	I 37.7	6.5	179	29	E33095
2.0i (240) auto Portfolio	I 37.7	6.5	179	29	E33745
3.0 S/C (340) auto S	J 34.9	4.9	194	35	E44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE					

XF - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B 71.7	8.2	104	N/A	E32300
2.0d (163) R-Sport	B 71.7	8.2	104	N/A	E34200
2.0d (163) Portfolio	B 71.7	8.2	104	N/A	E36400
2.0d (180) Prestige	C 65.7	7.5	114	N/A	E32800
2.0d (180) R-Sport	C 65.7	7.5	114	N/A	E35100
2.0d (180) Portfolio	C 65.7	7.5	114	N/A	E37300
3.0d (300) V6 auto S	F 51.4	5.8	144	N/A	E49950
3.0 V6 S/C (380) auto S	J 34.0	5.1	198	N/A	E49950
Auto: add £1750					

XJ - 5122x2474x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F 49.6	5.9	149	48	E58690
3.0d V6 auto Premium Luxury	F 49.6	5.9	149	48	E62690
3.0d V6 auto Portfolio	F 49.6	5.9	149	49	E69725
3.0d V6 auto R-Sport	F 49.6	5.9	149	49	E71625
3.0 V6 S/C auto Portfolio	K 31.0	5.7	224	49	E74185
3.0 V6 S/C auto R-Sport	K 31.0	5.7	224	49	E76085
5.0 V8 S/C auto LWB Autobiog	M 25.5	4.7	264	50	E100000
5.0 V8 S/C auto XJR	M 25.5	4.4	264	50	E92405
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport					

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L 28.8	5.5	234	50	E51250
3.0 V6 S/C (380) S Coupe	L 28.8	5.3	234	50	E60250
5.0 V8 S/C (550) auto R Coupe	L 26.4	4.0	255	50	E86800
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models					

JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73

Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F 47.1	11.8	141	8	E16995
1.6 eTorq (110) Longitude	F 47.1	11.8	141	9	E18595
1.6 Multijet (120) Sport	C 61.4	10.2	120	13	E18695
1.4T MultiAir (140) Longitude	E 47.1	10.9	140	10	E19795
1.6 Multijet (120) Longitude	C 61.4	10.2	120	13	E20295
2.0 Multijet (140) 4WD Longitude	E 55.4	9.5	134	15	E22795
2.0 M'jet (170) auto 4WD Low Ltd	G 48.7	8.9	151	15	E26595
2.0 M'jet (170) auto 4WD Trailhawk	G 48.7	8.9	151	15	E27995
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude					

Wrangler - 4223x4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K 34.9	10.6	213	24	E29010
2.8 CRD auto Overland 2dr	K 34.9	10.6	213	25	E31160
2.8 CRD auto Sahara 4dr	K 34.0	10.7	217	24	E30680
2.8 CRD auto Overland 4dr	K 34.0	10.7	217	25	E32830
Wrangler Special Order programme: prices from £29025-E33445					

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E 53.3	10.9	139	26	E25495
2.0 Multijet (140) Longitude 4x4	F 50.4	12.0	147	26	E27495
2.0 M'jet (170) T'ude 4x4 auto	G 48.7	10.3	154	27	E29995
3.2 V6 Trailhawk 4x4 auto	K 29.4	8.4	223	35	E34245
Longitude Plus: add £2200, Limited: add £5700					

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J 37.7	10.2	198	36	E37705
3.0 CRD V6 auto Limited	J 37.7	8.2	198	40	E39705
3.0 CRD V6 auto Limited+	J 37.7	8.2	198	40	E42705
3.0 CRD V6 auto Overland	J 37.7	8.2	198	41	E46405
3.0 CRD V6 auto Summit	J 37.7	8.2	198	43	E50205
6.4 V8 HEMI auto SRT8	M 20.2	5.0	327	50	E60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 125th

1.0 I 3dr	B 62.8	14.1	105	2	E8345
1.25 Chilli 3dr	B 61.4	11.5	106	6	E11495
1.0 2dr	B 62.8	14.1	105	2	E10145
1.25 2dr	B 61.4	11.5	106	5	E10745
1.25 3dr	B 61.4	11.5	106	6	E11745
1.25 4dr	B 61.4	11.5	106	6	E12295
Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1					

Rio - 4045x1720mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 59th

1.25 I 3dr	B 56.5	12.9	115	2	E10345
1.25 2dr	B 56.5	12.9	115	2	E12245
1.4 2IG 3dr	B 56.5	11.0	114	7	E13045
1.4 3IG 3dr	B 56.5	11.0	114	7	E14445
1.4 CRDi 3 IG 3dr	A 74.3	13.4	98	6	E15545
1.1 CRDi 1 IG 3dr	A 85.6	16.1	86	2	E12245
1.1 CRDi 2 IG 5dr	A 78.5	15.9	94	2	E14145
1.4 CRDi 2 IG 5dr	A 74.3	13.4	98	6	E14745
1.4 1 IG 5dr	B 56.5	11.0	114	7	E16345
1.4 CRDi 4 IG 5dr	A 74.3	13.4	98	7	E17445
Auto: add £905 to 1.4 2 and 3 5dr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1					

Soul - 4140x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.6 GDI Start	G 41.5	10.6	158	9	E12800
1.6 GDI Connect	G 41.5	10.6	158	10	E15000
1.6 CRDi Connect	E 56.5	10.8	132	9	E16600
1.6 GDI Mixx	H 38.7	10.6	170	11	E18355
1.6 CRDi Mixx	D 56.5	10.8	132	10	E21495
81.4kW Soul EV	A N/A	10.8	0	19	E24995
Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Maxx: add £1800 to Mixx					

Cee'd - 4260x4310x1790mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 38th

1.4 I 5dr	E	47.1	12.4	138	7	E14805
1.4 CRDi 1 5dr	A	68.9	13.0	109	6	E15895
1.6 CRDi 1 5IG 5dr	A	76.3	11.5	97	12	E16495
1.4 2dr	F	46.3	12.4	143	8	E16605
1.6 GDI 2 5IG 5dr	D	52.3	9.8	124	12	E17395
1.6 CRDi 2 5IG 5dr	A	74.3	11.5	100	13	E18495
1.6 GDI 3 5IG 5dr	D	52.3	9.8	124	12	E19195
1.6 CRDi 3 5IG 5dr	A	74.3	11.5	100	13	E20295
1.6 GDI 4 Tech 5IG 5dr	F	47.1	9.5	137	13	E23795
1.6 CRDi 4 5IG 5dr	F	65.7	10.5	112	14	E28195
1.4 pro. ceo' V17 3dr	E	47.1	12.4	139	9	E14700
1.6 GDI pro. ceo' S 5IG 3dr	D	52.3	9.8	124	14	E17695
1.6 CRDi pro. ceo' S 5IG 3dr	A	74.3	11.5	100	13	E18795
1.6 GDI pro. ceo' SE 5IG 3dr	E	47.1	9.5	137	15	E19705
1.6 CRDi pro. ceo' SE 5IG 3dr	C	65.7	10.5	112	13	E20905
1.6 F400 pro. ceo' GT 3dr	B	38.2	7.4	171	29	E22000
1.6 CRDi 1.6 F400 Tech 3dr	B	38.2	7.4	171	29	E22000
Auto: add £1310 to 1.6 GDI 3 GT, and add £1110 to 1.6 CRDi 2, 3, Ceo' GT.						
Add £590 to pro. ceo' GT, Sportswagon add £1620, V17, add £595 to 1.4 and 1.4 CRDi Ceo' 1, SR7, add £845 to 1.6 CRDi 1, SE Tech.						
Add £2100 to pro. ceo' SE						



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Eco band
MPG
0-60mph
CO₂
Insurance group
List price

GranTurismo - 4881-4933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MIC Stradale	M	18.2	4.5	360	50	£101135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881-4933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MIC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 - 4050x1695mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x1795mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21295
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

5 - 4870x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CX-3 - 4275x1785mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to 1 (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport AWD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, AWD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.5i SE	E	53.3	N/A	139	22	£18495
1.5i SE-L	E	53.3	N/A	139	22	£19245
1.5i Sport	E	53.3	N/A	139	22	£21845
2.0i SE-L	G	40.9	N/A	161	27	£20095
2.0i Sport	G	40.9	N/A	161	27	£22695

Sport: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0 auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
1.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	N/A	£26950
132kW ED Electric Art	A	N/A	7.9	0	N/A	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £950 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2000 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£26380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£60660
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36700
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 aut E 300 B7EC Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC AMG N	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG S	L	28.8	4.2	230	47	£47425
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£48720

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x545x1899mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 aut S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long	D	64.2	N/A	123	14	£22102
1.2 112 Traveliner	E	46.3	N/A	140	12	£19666

Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-

G-Class - 4763x1855mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

3.0 auto G 350 d 4MATIC	M 25.2	9.1	295	50	£87795
5.5 V8T auto AMG G 63 4MATIC	M 20.5	5.4	327	50	£131675

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A**DRIVER POWER POS:** 61st

2.1 auto E 200 AMG Line	E 47.1	7.8	140	41	£38635
2.1 auto E 220 BlueTEC AMG Line	D 57.7	8.3	129	40	£39310
3.0 auto E 250 CDI AMG Line	D 57.7	7.3	129	44	£40930
2.0 auto E 350 BlueTEC AMG Line	E 54.3	6.2	136	47	£42625
3.0 auto E 400 AMG Line	G 40.9	5.2	161	46	£46425

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.6 auto S 500 AMG Line	K 49.6	4.6	219	50	£96195
5.5 V8T auto AMG S 63	L 47.1	4.2	237	50	£125605
6.0 V12T auto AMG S 65	M 37.2	4.1	279	50	£183075

SLK-Class - 4134x1810mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

2.0 SLK 200 AMG Sport	G 43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	G 70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	G 70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E 47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J 33.6	4.6	195	50	£55350

Auto: add £1505 to SLK 200

SL-Class - 4617x1877mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

3.0 V6T auto SL 400 AMG Sport	I 36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K 31.0	4.6	212	50	£83130
5.5 V8T auto AMG SL 63	L 28.0	4.2	234	50	£114185
6.0 V12T auto AMG SL 65	M 24.4	4.0	279	50	£173360

Mile Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500

AMG GT - 4546x1939mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.0 V8T (462) DCT AMG GT	K 30.4	4.0	216	50	£97200
4.0 V8T (510) DCT AMG GT S	K 30.1	3.8	219	50	£110500

MGwww.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles**MG3 - 4018x1729mm, EURO-NCAP☆☆☆****DRIVER POWER POS:** 10th

1.5 (106) 3 Time	E 48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E 48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E 48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E 48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A**DRIVER POWER POS:** 28th

1.9 DTI-TECH S 5dr	C 61.4	8.4	119	N/A	£13995
1.9 DTI-TECH TS 5dr	C 61.4	8.4	119	N/A	£16195
1.9 DTI-TECH TL 5dr	C 61.4	8.4	119	N/A	£17995

MINIwww.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles**MINI - 3821x3850x1727mm, EURO-NCAP☆☆☆****DRIVER POWER POS:** 9th

1.2T One	B 61.4	9.9	108	20	£13750
1.2 One D	A 83.1	11.0	89	20	£14890
1.5T Cooper	B 52.0	7.9	105	20	£15300
1.5 Cooper D	A 74.0	9.2	92	17	£16450
2.0T Cooper S	E 49.0	6.8	133	26	£18655
2.0 Cooper SD	B 68.9	7.4	106	23	£19450
2.0T John Cooper Works	G 42.2	6.3	155	N/A	£23050

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, 5dr: add £600 (not One/One D/JCW)

Clubman - 4253x1800mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

1.5T Cooper	C 55.4	9.1	118	N/A	£19995
2.0T Cooper S	F 46.5	7.2	144	N/A	£22755
2.0 Cooper D	B 68.9	8.6	109	N/A	£22655

Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 145th

1.6 Cooper	E 49.6	11.1	133	18	£17850
1.6 Cooper D	B 70.6	10.3	105	19	£16910
1.6T Cooper S	E 47.1	7.3	139	32	£21050
1.6T John Cooper Works	H 41.5	6.9	169	36	£25250
1.6 One	E 49.6	11.3	133	14	£16420
2.0 Cooper SD	C 62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

1.6 Cooper	E 47.1	10.4	140	16	£18980
1.6 Cooper D	C 64.2	10.8	115	15	£20210
1.6T Cooper S	F 46.3	7.5	143	30	£22350
2.0 Cooper SD	D 61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H 38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 13th

1.6 Cooper	E 47.0	10.5	140	16	£18510
1.6 Cooper D	C 64.0	10.8	115	16	£19740
1.6T Cooper S	F 46.0	7.6	143	30	£21880
1.6 One	E 47.0	11.5	139	12	£16990
1.6 One D	C 64.0	12.9	115	13	£17990
2.0 Cooper SD	D 61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H 38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 145th

1.6 Cooper	D 52.0	9.0	127	17	£16840
1.6T Cooper S	E 49.0	6.9	136	30	£19990
1.6T John Cooper Works	G 40.0	6.4	165	36	£24010
2.0 Cooper SD	C 66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 145th

1.6 Cooper	D 52.0	9.0	127	17	£18260
1.6T Cooper S	E 49.0	6.9	136	30	£21145
1.6T John Cooper Works	G 40.0	6.4	165	36	£24995
2.0 Cooper SD	C 66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

mitsubishiwww.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles**Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** N/A

1.0 Mivec 1	A 67.3	13.6	96	15	£9054
1.2 Mivec 2	A 68.9	11.7	96	18	£11054
1.2 Mivec 3	A 65.7	11.7	100	18	£12054
1.2 Mivec auto 3	A 68.9	12.8	95	18	£13054

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 95th

1.6 Mivec ZC	E 48.7	11.5	135	N/A	£15434
1.6 Mivec ZC-M	E 47.9	11.5	136	N/A	£17684
1.6 Di-D ZC-M	C 61.4	11.2	119	N/A	£19554
1.6 Di-D 4WD ZC-H	E 56.5	11.2	132	N/A	£23684
2.2 Di-D auto 4WD ZC-H	G 48.7	10.8	152	N/A	£25134

Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£34234
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28304	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£32954	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24	£35054	

Auto; add £1700 to GX3, add £1450 to GX4, GX5h/GX5hs; add £500 to GX4h/GX4hs

Auto: add £1700 to GX4s, add £1450 to GX4, GX5h/GX5s, add £500 to GX4h/GX4hS

L200 - 5005x5185x1750mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

2.5 Di-D Trojan Double Cab	K 35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K 35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K 35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K 35.8	12.1	208	27	£33490

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385x4900x1875mm, EURO-NCAP N/A**DRIVER POWER POS:** 81st

3.2 Di-DC SWB 5G2	K 36.2	9.7	207	32	£27144
3.2 Di-DC SWB Warrior	K 36.2	9.7	207	30	£30314
3.2 Di-DC LWB 5G2	K 34.9	10.5	213	32	£29544
3.2 Di-DC auto LWB 5G3	K 33.2	11.1	224	34	£34744

Auto: add £1685 to 5G2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, 5G4: add £3000 to 5G3

MORGANwww.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles**3 Wheeler - 3225x1720mm, EURO-NCAP N/A****DRIVER POWER POS:** N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	£25950
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4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630x1751mm, EURO-NCAP N/A**DRIVER POWER POS:** 15th

1.6 4/4	F 44.1	8.0	143	N/A	£33075
2.0 Plus 4	G 40.4	7.5	162	N/A	£36285
3.7 Roadster	L 26.8	5.5	230	N/A	£48990
4.8 Plus 8	M 23.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.8 V8 auto Aero Coupe	M 23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M 23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSANwww.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/60000 miles**Micra - 3780x1675mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** N/A

1.2 (80) Visia	C 56.5	13.7	115	5	£10295
1.2 (80) Acenta	C 56.5	13.7	115	5	£11945
1.2 (80) Tekna	C 56.5	13.7	115	5	£13345
1.2 DIG-S (98) Visia	A 65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A 65.7	11.3	99	9	£13045
1.2 DIG-S (98) Tekna	A 65.7	11.3	99	8	£14445

Auto: add £1000 to 1.2 Acenta/Visia, DIG-S Tekna

Note - 4100x1690mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 143rd

1.2 (80) Visia	B 60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A 78.5	11.9	95	8	£14130
1.2 (80) Acenta	B 60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A 65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A 78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A 65.7	11.7	99	10	£16470

1.5 dCi (90) Tekna A 78.5 11.9 95 9 £17370
Auto: add £1000 to DIG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium**Julie - 4135x1765mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** N/A

DRIVER POWER POS: N/A						
1.6 Visia	E	56.5	12.0	138	8	£13620
1.5 dCi (110) Visia	F	70.6	11.2	104	11	£15320
2.0 DIG-T (115) Acenta	D	50.4	10.8	129	11	£15320
1.6 Xtronic Acenta	F	44.8	11.5	145	10	£16320
1.5 dCi (110) Acenta	F	70.6	11.2	104	12	£16715
1.6 DIG-T (190) Acenta Premium	G	40.9	8.2	159	19	£18150
1.6 DIG-T (190) 4WD Xtronic Acenta Premium	H	38.2	8.4	169	19	£21400
2.0 DIG-T (115) Tekna	D	50.4	10.8	129	11	£17750
1.6 Xtronic Tekna	F	44.8	11.5	145	10	£18150
1.5 dCi (110) Tekna	B	70.6	11.2	104	12	£19675
1.6 DIG-T (190) Tekna	G	40.9	8.2	159	20	£20150
1.6 DIG-T (190) 4WD Xtronic Tekna	H	38.2	8.4	169	19	£21400
1.6 DIG-T (218) Nismo RS	G	39.2	7.0	165	22	£21650
1.6 DIG-T (218) 4WD Xtronic Nismo	H	38.2	7.2	175	22	£24150
Autopilot (110/115/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000						

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DRIVER POWER POS: 74th

	Eco	MPG	0-60mph	CO ₂	Insurance	List price
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£23900
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	K	44.8	6.4	166	46	£63289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera 5 E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8T PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8T PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne 5 E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8T Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8T Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	N/A	£60459

PDK: add £1782 (£2201 to GTS, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53537
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1782 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 Carrera	K	31.4	4.8	212	46	£73509
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.6 Carrera Cabriolet	K	30.7	5.0	217	49	£82169
3.8 Carrera S Cabriolet	L	29.1	4.7	229	50	£92204
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£99602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.8 Carrera 4S	L	28.5	4.5	234	48	£88400
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£97060
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£104385
3.8 Targa 4	K	29.7	5.2	223	49	£87025
3.8 Targa 4S	L	28.2	4.8	237	50	£97060
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£159054
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238-£2947

918 Spyder - 4643x1940mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£871155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/unlimited miles

Twizy - 2338x1234mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP N/A
DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'i' models)

Clio - 4062x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCe (90) Expression+	B	62.8	12.2	104	9	£13675

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T TCe (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T TCe (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC RSport Trophy	E	47.9	6.6	135	29	£21780

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 Tce

Megane - 4295x1808mm, EURO-NCAP N/A
DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCe GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4295x1808-1848mm, EURO-NCAP N/A
DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCe GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 78th

1.6 VVT (110) XMOD Dynam Nav	I	36.7	11.7	178	19	£19370
1.2 TCe (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 TCe (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.6 VVT (110) Dynamique Nav	H	38.2	11.7	174	19	£19345
1.2 TCe (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCe (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495

Auto: add £1100 to 1.5 dCi (110), Limited: add £600 to 1.6 VVT, £500 to 1.2 TCe, 1.5/1.6 dCi (not XMOD), Grand Scenic: add £1220 (not XMOD)

Captur - 4122x1778mm, EURO-NCAP N/A
DRIVER POWER POS: 44th

0.9T TCe (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15995
0.9T TCe (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 TCe (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav

Kadjar - 4449x1836mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.2 TCe (130) Expression+	D	50.4	10.1	126	16	£17995
1.5 dCi (110) Expression+	A	74.3	11.9	99	14	£19895
1.2 TCe (130) Dynamique Nav	D	50.4	10.1	126	16	£19695
1.5 dCi (110) Dynamique Nav	A	74.3	11.9	99	14	£21599
1.6 dCi (130) Dynamique Nav	C	65.7	9.9	113	17	£22799

Auto: add £1200 to dCi (110), Dynamique S Nav: add £800 to Dynamique Nav, Signature Nav: add £2000 to Dynamique Nav, 4WD: add £1500 to TCe (130).

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TSI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

Toledo - 482x1703mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

Leon - 426x1784mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 4th						
1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	22	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (105) X-PERIENCE SE	F	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-Per SE Tech	E	55.4	7.1	133	23	£28870

Altea - 428x1768mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 181st						
1.6 TDI (105) Ecomotive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

Alhambra - 485x1904mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

SKODA

www.skoda.co.uk / Brochure: 0845 754 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 356x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 31st						
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10690
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75); 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 399x1732mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (105); SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 448x1706mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 25th						
1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 465x1814mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb (NEW) - 485x1864mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.4 TSI (125) S	D	52.3	9.9	125	N/A	£18640
1.6 TDI (120) S	B	68.9	10.9	108	N/A	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	N/A	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	N/A	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	N/A	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	N/A	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	N/A	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	N/A	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	N/A	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	N/A	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)

Roomster - 421x1684mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 62nd						
1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14795
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 422x1793mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 2nd						
1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	C	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19175
2.0 TDI (110) SE	F	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	F	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.smartcar.co.uk / Brochure: 0800 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Thvoli - 4195x1795mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 SE	F	44.1	12.0	149	N/A	£12950
1.6D SE	C	N/A	N/A	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	N/A	£14600
1.6D EX	C	N/A	N/A	113	N/A	£15850
1.6D auto ELX 4WD	D	N/A	N/A	123	N/A	£19500
Auto: add £1000 to EX and ELX; add £1400 to EX, 4WD; add £1250 to EX and ELX diesel manual						

Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks.

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
1.2i (70) Life Sdr	D	52.3	16.0	126	£10990
1.4i (90) Life Sdr	D	54.3	13.2	121	£11245
1.3 CDTi (75) S/S ecoFLEX Life Sdr	A	74.3	14.8	100	£13150
1.2i (70) Sting Sdr	D	53.3	16.0	124	£8995
1.4i (90) ecoFLEX Sting Sdr	C	55.4	13.2	119	£9340
1.0T (115) S/S ecoFLEX Sting Sdr	C	57.6	10.3	114	£10825
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	114	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	£12310
1.0T (115) S/S ecoFLEX Excite 3dr	C	57.6	10.3	114	£14095
1.2i (70) Limited Edition 3dr	D	53.3	16.0	126	£13895
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	£14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	£10990
1.4i (90) Design 3dr	D	54.3	13.2	121	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	£12730
1.3 CDTi (75) S/S eFLEX Design 3dr	A	74.3	14.8	100	£13150
1.3 CDTi (95) S/S eFLEX Design 3dr	A	85.6	11.9	87	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	£11940
1.0T (90) S/S ecoFLEX SRI 3dr	A	57.6	11.9	100	£13405
1.4T (100) S/S ecoFLEX SRI 3dr	C	55.4	11.9	110	£12595
1.3 CDTi (75) S/S eFLEX SRI 3dr	A	74.3	14.8	99	£13845
1.3 CDTi (95) S/S eFLEX SRI 3dr	A	88.3	11.9	85	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.9	110	£13240
1.3 CDTi (75) S/S eFLEX SE 3dr	A	74.3	14.8	99	£14480
1.3 CDTi (95) S/S eFLEX SE 3dr	A	88.3	11.9	85	£14980
1.6T (205) VXR 3dr	H	37.7	6.5	174	N/A
Auto: add £555 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VXR-Line: add £1035 to SRI					

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

	Eco band	MPG	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	D	51.0	14.0	129	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	£12160
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	£17735
1.6 VVT (115) Excite	F	45.0	10.9	147	£18565
1.7 CDTi (110) eFLEX S/S Excite	A	63.0	11.8	99	£19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	£19545
1.4T (140) SRI	D	46.0	9.0	138	£12025
1.6T (180) SRI	G	42.0	7.9	159	£20670
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	£17140
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	£18235
1.7 CDTi (110) S/S 99g SRI	A	76.0	11.6	99	£152145
2.0 CDTi (165) SRI	C	63.0	8.5	119	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	£24205
Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)					

Ampere - 4458x1787mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
1.4 auto Positiv	A	235.4	9.0	27	£28750
1.4 auto Electron	A	235.4	9.0	27	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 165th

	Eco band	MPG	CO ₂	Insurance group	List price
1.8 VVT (140) Design Sdr	G	40.4	11.5	164	£16479
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	£17394
2.0 CDTi (120) S/S Design Sdr	A	76.3	11.9	99	£18944
2.0 CDTi (130) Design	C	62.8	11.1	116	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	£20194
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	£18279
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	£19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	£20744
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	116	£19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	£20994
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	£20134
2.0 BiCDTi (195) S/S SRI Sdr	D	60.1	8.7	125	£24814
2.0T (250) S/S SRI VXR-Line Sdr	H	39.2	7.5	169	£22449
1.4T (140) S/S Elite Sdr	J	60.1	8.7	186	£21574
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	£22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	£23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	£23734
2.0 BiTurbo (195) S/S auto Elite Sdr	D	60.1	8.7	125	£24779
2.8 V6T VXR SuperSport Sdr	L	27.0	5.6	249	£29769
Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI					

Meriva - 4298x1812mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 186th

	Eco band	MPG	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	E	46.3	13.9	140	£12625
1.4 VVT (100) S	E	46.3	13.9	140	£16420
1.4T VVT (120) S	E	47.9	11.5	139	£17155
1.3 CDTi (75) S	E	57.6	16.9	128	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	£19000
1.7 CDTi (110) auto S	E	46.3	12.9	160	£20340
1.6 CDTi (136) S	E	64.2	9.9	116	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	£19175
1.4T VVT (140) SE (a/c)	E	44.2	10.3	151	£20005
1.7 CDTi (110) auto SE (a/c)	E	46.3	12.9	160	£22360
1.6 CDTi (136) SE (a/c)	E	64.2	9.9	116	£21270
Auto: add £1420 to 1.4T (120) Exclusive, SE, Exclusive: add £670 to S					

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 79th

	Eco band	MPG	CO ₂	Insurance group	List price
1.4T (140) S/S Exclusiv	F	45.0	9.9	148	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	£125400
2.0 CDTi (110) ES	E	54.0	11.5	137	£112630
2.0 CDTi (130) ecoFLEX S/S ES	E	63.0	10.6	119	£152430
2.0 CDTi (130) ecoFLEX S/S Exclusiv	E	63.0	10.6	119	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	£24695
2.0 CDTi (130) ecoFLEX S/S SE	E	63.0	10.6	119	£25475

	Eco band	MPG	CO ₂	Insurance group	List price
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.8	8.5	149	£27740
Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE					

Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 88th

	Eco band	MPG	CO ₂	Insurance group	List price
1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	£19749
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv					

Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	£21980
Auto: add £1185, Diamond: add £800 to Exclusiv diesels					

GTC - 4666x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

	Eco band	MPG	CO ₂	Insurance group	List price
1.4T (120) S/S Sport	E	48.0	10.9	139	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	£19885
1.6T (200) Sport	H	39.0	8.3	154	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	£21955
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	129	£24715
2.0T (280) VXR	J	34.9	5.9	189	£52720
SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models					

Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
1.4T (140) S/S SE	F	44.8	10.2	148	£23995
1.6T (170) auto SE	H	39.2	9.2	168	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	£26800
2.0 CDTi (165) auto SE	E	45.6	9.6	163	£27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	£29665
Auto: add Elite spec: add £2100 to SE					

VXR8 - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
6.2 V8 GT5	M	18.5	4.2	363	£54499
6.2 V8 GT5 auto	M	18.0	4.2	373	£56224

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up! - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 56th

	Eco band	MPG	CO ₂	Insurance group	List price
1.0 (60) Take up! 3dr	B	63.0	14.4	105	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	£12110
BEV (82) e-up! 3dr	A	N/A	12.4	0	£19270
Auto: add £585 to Move up! and High up! 3dr, add £375 to 3dr, BMT: add £360 to Move and High up!					

Polo - 3970-3972x1662mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	£11970
1.0 (60) SE 3dr	B	60.	15.5	106	£12328
1.0 (75) SE 3dr	B	58.9	14.3	108	£10130
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	£13373
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	£14795
1.2 TSI (110) SEL 3dr	B	58.9	9.3	110	£16260
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	£14730
1.4 TDI (75) BlueMotion 3dr	A	91.1	12.9	82	£15790
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	£16670
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	£17785
1.2 TSI (192) GTI 3dr	E	47.1	6.7	139	£21685

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueMotion, 5dr add £1415



Bottas key to F1 driver market

■ **Finn reportedly Ferrari-bound**
■ **Button and Raikkonen out?**



Stephen Errity

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AE WILLIAMS' Valtteri Bottas could be on his way to Ferrari for 2016 – a deal that would kick off a merry-go-round of Formula One driver movements for next season.

According to reports in the Italian press last week, Ferrari is set to pay Williams nearly £8.5million to release the highly rated Finn from his contract. And should the deal come off, Sauber's Felipe Nasr is believed to be the top candidate to replace him – the young Brazilian having served as Williams' test and reserve driver in 2014.

The potential deal would also bring to an end Kimi Raikkonen's second spell at Ferrari – and possibly result in the 2007 world champion leaving the sport for good.

Bottas' Williams team-mate Felipe Massa has indicated the Finn is the key to the 2016 driver market: "I think he's one of the most important names on the market," he said.

"He shows he is a good driver, he has the talent to drive in a top team, and he shows he can do well, whatever team he is racing for. That's why all the teams are interested to get him. But he has an option to stay here, so we need to understand what is going to happen. I don't know if he is going or not – we need to wait and see."

Another world champion who's facing an uncertain future is Jenson Button. With the McLaren-Honda relationship turning out to be a disaster so far, the Brit could also be headed for the F1 exit door – but reports suggest it could be him, not Nasr, who fills Bottas' vacant seat at Williams.

Red Bull's Daniel Ricciardo has also been mentioned as a possible man on the move,

Bottas' strong performances for Williams in the last two seasons have caught the eye of top teams



Nasr (right) could go to Williams if Bottas replaces Raikkonen (left)

but his contract is said to be watertight for 2016, ruling him out for now.

Nico Hulkenberg's Le Mans win and recent strong F1 race form have put the German back on the radar, but it seems likely he'll once again find himself with a midfield team in 2016 – whether that's staying at Force India or seeking a new challenge with the American Haas team.

The 2016 grid could become clearer when the paddock reconvenes for this weekend's Hungarian Grand Prix.

Audi gunning for Spa 24 double

AUDI is looking to retain its Spa 24 Hours crown this weekend as the classic Belgian circuit hosts its annual GT endurance race.

A total of 53 GT3 cars are set to take part in the twice-round-the-clock event, with works or works-supported entries from Audi, Bentley, Lamborghini, McLaren, BMW, Mercedes, Aston Martin and Nissan.

Ex-F1 racer Alex Zanardi will also be on the grid, becoming the first disabled driver to share a car with non-disabled team-mates in an endurance event. He's joined by BMW DTM ace Bruno Spengler and Timo Glock in a specially adapted Z4 GT3.

Other names to watch out for include Audi's trio of Le Mans stars Marcel Fassler, Mike Rockenfeller and Andre Lotterer in one of the many Audi R8 GT3s on the grid.



2014 Spa winners Rene Rast, Markus Winkelhock and Laurens Vanthoor will team up again

Hirvonen to take on Dakar Rally

FORMER World Rally Championship driver Mikko Hirvonen will tackle the Dakar Rally in January in a MINI.

The 34-year-old Finn retired from WRC competition at the end of 2014, following an 11-season career that saw him take 15 rally wins.

He said: "I didn't know a lot about Dakar, but the more the team tells me, the more I'm getting excited about it."

Hirvonen gets his first taste of off-road rallying this week at the Baja Aragon event.





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AE I'VE never felt the urge to waste time, money, sanity and stability propping up casino tables, betting on sporting events or purchasing lottery tickets.

But I am now – for the first time – willing to place a modest bet. Not sure how to go about this alien activity, but let's just say I'm hereby betting The London Motor Show 2016 will be a sell-out, a huge success, one of Britain's great car-related events of the year.

Why wouldn't it be? Unless it's sabotaged by the cynical and short-sighted provisional wing of the UK motor industry (I could name names, but – for legal reasons – better not), an eve-of-summer car exhibition in the world-renowned capital city of a leading vehicle-producing nation is a no-brainer.

From the moment I heard about the rebirth of The London Show from 5-8 May, 2016, I was 100 per cent behind it. It just makes so much sense. That's because it's being staged at the right time, in the right place (a 200-acre, central London riverside park, not an echoey shed on remote outer London wasteland), and prices for exhibitors and the public are inexpensive. Entry tickets start at just £13.

True, some in the motoring media, car industry and automotive lobbying business aren't as confident as me about TLMS 2016. But with respect, they're pessimists, while I'm residing in the optimist camp – as are most of the successful, forward-thinking manufacturers, importers, dealers and other retailers already selling billions of pounds' worth of cars and car-related products to buyers in and around the capital.

Astonishingly, in Metropolitan London alone, there are 14 million comparatively wealthy residents – and the overwhelming majority are car buyers or users. With all this in mind, those thriving, progressive, optimistic manufacturers such as VW Group, JLR, Peugeot-Citroen and others know they'd be mad to miss out on The London Motor Show 2016.

And with entry tickets available at such an affordable price, you – the all-important motoring consumer – can't afford to miss it, either. My advice when driving into the capital is to use Greater London streets to park for free, then resort to public transport and shoe leather for the final leg to central London. See you there. I'll be in attendance every day, hovering – and maybe even Hoovering! – between the Auto Express and World Car Awards stands.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

I'm confident the London Motor Show will be a sell-out success, one of the UK's great car-related events of 2016

Do you agree with Mike?

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